



Agenda

Meeting: Selby and Ainsty Area Committee

To: Councillors Kirsty Poskitt (Chair), Arnold Warneken (Vice-Chair), Karl Arthur, John Cattnach, Mark Crane, Melanie Davis, Stephanie Duckett, Tim Grogan, Mike Jordan, Andrew Lee, Cliff Lunn, John McCartney, Bob Packham, Andy Paraskos, Jack Proud and Steve Shaw-Wright.

Date: Thursday, 18 September 2025

Time: 2.00 pm

Venue: Selby Civic Centre, Selby

This meeting is being live broadcast and recorded (audio/visual) and will be available to view [via our website](#) and uploaded to [our Youtube channel](#).

Business

1. Introduction by the Chair
2. Apologies for absence
3. Minutes of the meeting held on 26 June 2025 (Pages 3 - 14)
4. Declarations of interest
5. Public questions/statements
Members of the public may ask questions or make statements at this meeting if they have given notice and provided the text to Democratic Services (democraticservices.central@northyorks.gov.uk) no later than midday on 15 September 2025, three working days before the date of the meeting. Each speaker should limit themselves to 3 minutes on any item.

If you are exercising your right to speak at this meeting, but do not wish to be recorded, please inform the Chair who will instruct those taking a recording to cease whilst you speak.
6. Maltkiln New Settlement Development Plan Document (Pages 15 - 552)
To update and consult the Selby and Ainsty Area Committee on the Inspector's Report on the Examination of the New Settlement (Maltkiln) Development Plan Document (DPD) and the recommendation for adoption of the DPD.
7. Update from the Area Committee's M.P.s (Pages 553 -

8.	Briefing Paper - Selby Community Centres	554) (Pages 555 -
9.	Committee work programme	578) (Pages 579 -
10.	Any other items Any other items which the Chair agrees should be considered as a matter of urgency because of special circumstances.	582)
11.	Date of next meeting Friday, 24 October 2025 at 2.00pm in Selby Civic Centre.	

Members of the public are entitled to attend this meeting as observers for all those items taken in open session.

You may also be interested in [subscribing to updates](#) about this or any other North Yorkshire Council committee.

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10 September 2025

North Yorkshire Council

Selby and Ainsty Area Committee

Minutes of the meeting held on Thursday, 26 June 2025 commencing at 2.00 pm in Selby Civic Centre.

Councillor Kirsty Poskitt in the Chair and Councillors Karl Arthur, Melanie Davis, Stephanie Duckett, Tim Grogan, Mike Jordan, Andrew Lee, Cliff Lunn, John McCartney, Andy Paraskos, Bob Packham, Jack Proud, Steve Shaw-Wright and Arnold Warneken.

In attendance: David Skaith, Mayor of York and North Yorkshire; Owen Hardingbest, Office Manager to Keir Mather MP; and Councillor Carl Les OBE.

Officers present: Julia Stack, Community Safety & CCTV Manager; Evie Griffiths, Senior Community Safety Officer; Laura Cobb, Community Safety Officer; Steve Brown, Head of Parking Services; Tom Jenkinson, Locality Lead (Selby & Ainsty); Jos Holmes, Climate Change Strategy Manager; and David Smith, Senior Democratic Services Officer.

Apologies: Councillors John Cattanach and Mark Crane.

Copies of all documents considered are in the Minute Book

137 Election of a Chair

David Smith introduced the item and sought nominations to the position of Chair.

Councillors Davis and Poskitt were proposed and seconded. A vote was taken to establish who would be the nominee with Councillor Poskitt receiving seven votes and Councillor Davis receiving six votes. One Member did not vote.

Councillor Poskitt received a majority of votes and a motion to elect her to the position of Chair was proposed and seconded by Members. A vote was taken on this motion and it was declared carried with eight in favour, zero against, zero abstentions and with six Members not voting.

Resolved

- a) That Councillor Kirsty Poskitt be elected as Chair of the Selby and Ainsty Area Committee for the 2025/26 Municipal Year.

Councillor Kirsty Poskitt in the Chair.

138 Election of a Vice Chair

The Chair sought nominations to the position of Vice Chair.

Councillors Warneken and Shaw-Wright were proposed and seconded. A vote was taken to establish who would be the nominee with Councillor Warneken receiving eight votes and Councillor Shaw-Wright receiving six votes.

Councillor Warneken received a majority of votes and a motion to elect him to the position of Vice Chair was proposed and seconded by Members. A vote was taken on this motion and it was declared carried with eight in favour, three against, zero abstentions and with three Members not voting.

Resolved

- a) That Councillor Arnold Warneken be elected as Vice Chair of the Selby and Ainsty Area Committee for the 2025/26 Municipal Year.

139 Apologies for absence

Apologies were received from Councillors John Cattnach and Mark Crane.

140 Minutes of the meeting held on 25 April 2025

Resolved

- a) That the minutes of the meetings held on 25 April 2025 are confirmed as a correct record and signed by the Chair.

141 Declarations of interest

Councillor Karl Arthur declared an interest in relation to items that referenced his employer, Network Rail, and stated this was for the sake of transparency.

142 Annual update from the York and North Yorkshire Combined Authority

Mayor David Skaith provided an overview of the work undertaken since his election and answered queries from the Committee. The following points summarise the discussion.

- It was highlighted that the Mayor also serves as the Police, Fire and Crime Commissioner, with those powers devolved to Deputy Mayor Jo Coles. It was reported that the Police and Crime Plan and the Fire and Rescue Plan had been introduced.
- Devolution in York and North Yorkshire is unlocking £540 million over 30 years and creates links to central government and neighbouring authorities. The Mayor reported that a 10-year growth plan is being finalised, which will set out long-term priorities for housing, transport, skills, and economic development.
- £2.5 million of investment in the Selby Station Gateway Transforming Cities Fund project, in partnership with Network Rail. This includes other work such as the development of Abbey Quarter.
- £175,000 allocated to improve EV charging infrastructure in Hambleton and Cawood.
- £1.5 million from the Great Places funding to support the creation town plans across the region.
- The importance of community-led ideas and the development of a pipeline of projects was highlighted.
- On housing, the Mayor reported that across North Yorkshire £12 million had initially been secured for brownfield development, with an additional £4.6 million from the Mayoral Investment Fund, enabling the creation of over 1,100 homes, more than half of which will be affordable or social housing. This fits in with North Yorkshire Council's local plan. The Mayor emphasised the need for social rent and affordable housing, as well as energy-efficient homes. A Strategic Place Partnership has been created to focus on the delivery of housing and regeneration. Approximately 30,000 homes are currently stalled, and efforts are underway to unlock these sites. Councillors raised the issue of

empty council properties in Selby District, stating that 138 were vacant and many of these for extended periods. The Mayor highlighted the need to bring housing up to standard through retrofitting, highlighting the need to improve skills in North Yorkshire. The Mayor welcomed the work of the York and North Yorkshire Housing Partnership.

- On climate action, the region aims to become the first carbon-negative region in England by 2040. £7 million has been allocated to net zero projects across North Yorkshire. Other initiatives include a £10 million Carbon Negative Challenge Fund; the Energy Generation Accelerator Program, with a particular focus on community owned schemes; participation in the Leap project; and a strong retrofitting strategy for housing. Over £600,000 has been allocated to the Community Buildings Fund, supporting projects such as The Barn in Tadcaster and Youth Connect in Brayton.
- The Mayor highlighted the investment in adult skills. Priorities include home learning, flexible training, alignment of training with industry needs and better transport to locations. A £10 million Skills Trailblazer has been secured as well as significant other funding. The Mayor expressed the importance of retaining young people in the region. An application is in for an AI growth zone.
- On transport, the Mayor outlined the development of transport strategies and a pilot bus franchising model. Members queried whether a location had been identified for this pilot, and it was reported that it had not yet been but that work was being done to identify an appropriate location. It was reported that Network Rail has been commissioned to assess improvements at Sherburn and Elmet station. Other priorities include improving walking and cycling infrastructure, enhancing road and public transport safety, and ensuring cross-border connectivity. Members agreed that there is a need to improve public transport in the region. Members had submitted a question regarding road infrastructure and the Mayor said he was working with partners to solve issues in the area.
- On high streets and town centres, the Mayor acknowledged the changing nature of high streets and the need to adapt and bolster services. The High Street Fund is open to community-led partnerships. The first round supported 20 projects with £600,000; the second round, worth £10 million, is now live. An additional £3.8 million has been allocated to support Town Investment Plans. Councillors raised concerns about vacant high street buildings in Selby, particularly former bank buildings. They highlighted the difficulty in tracing ownership and the impact on town centres. Councillors suggested that Section 215 powers (to address untidy land and buildings) were underused. Members requested information on what could be done regarding this issue.
- Members asked for the Mayor's views on the Heronby housing scheme between Selby and York, which had been opposed by York City Council. The Mayor showed his support for sustainable development, but highlighted the need for appropriate infrastructure.
- The Mayor highlighted the farming review that is taking place. Over half of farms in the region are not making a sustainable profit and rising input costs, climate change, and policy uncertainty are major challenges.

Resolved

- a) That the update is noted.

143 Update from the Area Committee's MPs

The Chair introduced the item and confirmed that a written update had been received from Sir Alec Shelbrooke MP. Keir Mather MP was unable to attend the meeting and so his Office Manager, Owen Harding-Best, attended on his behalf to provide the following updates.

- The MP's office had recently passed its 13,000th case. Weekly surgeries continue to be held across the constituency and online.
- Following a letter from Keir Mather to the Secretary of State for Education, the Minister

for School Standards confirmed that construction of the new SEND school in Osgodby is expected to begin in summer 2025. The build is anticipated to take approximately 18 months, with a phased intake of pupils. Keir Mather is due to meet the new headteacher shortly and it is expected that the school will open midway through the academic year.

- Regarding mobile phone signal, North Yorkshire Council officers conducted signal strength readings in Selby, which confirmed that service was significantly worse than reported by providers. Keir Mather has been engaging with operators, including O2 and Vodafone, to push for improvements and backup power solutions. A £300 million private investment in signal improvements along main rail lines was also noted.
- DEFRA has approved over £1 million for maintenance of flood infrastructure in the Selby area. The Comprehensive Spending Review confirmed £7.9 billion for national flood defences. Analysis suggests that every £1 spent on flood prevention saves £8 in damage, with £3 saved by the Treasury.
- Continued campaigns for improved road safety, including 20mph speed limits outside schools and safer crossings in Monk Fryston and Escrick. Keir Mather MP has invited the Roads Minister to visit the constituency and is working with local councillors and officers to progress these issues.

Members expressed a preference for written updates when the MP was unable to attend the meeting.

Members queried Keir Mather MP's position on the loss of the Rural Services Delivery Grant. Owen Harding-Best responded that while the grant had ended, core spending power for North Yorkshire Council had increased. He noted that rurality is now considered in the Fair Funding Review and that Keir Mather MP continues to engage with senior officers on funding issues. Some Members agreed with this, highlighting funding that had been received.

Resolved

- a) That the updates be noted.

144 Public questions/statements

Five public statements were received before the deadline of midday on Monday, 23 June 2025.

Terence Moran made the following statement.

This is a question about the cost assumptions behind the school transport policy changes, and I'd like to direct it to the councillors responsible for supporting this policy.

Previously, this was simple: one bus route served each village, taking students to their catchment school, Tadcaster Grammar. But under the new policy, transport is now being split between schools in York and Tadcaster, depending on walking distance proximity. The result? Where one bus once sufficed, now two separate services are needed and transport is being provided to multiple schools from the same village.

In the villages of Appleton Roebuck and Bilbrough, every home is over three miles from any secondary school. That means that some form of transport provision is going to be required for children in these communities, regardless of which school they attend.

This isn't theoretical, we know this will happen. In Appleton Roebuck, three children were granted passes and three were not. A single bus would have

worked for all seven children, now it will require two.

The same is true in Bilbrough, where children living at the Catterton end of the village will still qualify for transport to Tadcaster Grammar, because it remains their nearest school.

How did the Council factor these locations into its cost-saving assessments and how assured is the Council that this policy will result in savings rather than increasing overall transport costs?

Glynis Ashford made the following statement.

The decision to remove school transport eligibility for children living in Appleton Roebuck, Bilbrough, and Tockwith—all of which are in the catchment area for Tadcaster Grammar School—is almost certainly going to reduce the number of pupils attending Tadcaster over time.

We spoke with a representative of Tadcaster Grammar, who noted that while there has been no immediate drop in pupil numbers, this was almost certainly because the policy change was not widely known among parents. He explained that the school HAD NOT themselves communicated the change directly, as it had been included as a minor item in the redbag which made it easy to miss.

He also shared serious concerns about a potential rise in parents choosing to drive children to school, given the already severe congestion in Tadcaster during the morning drop-off period. In some cases, he said, parents are already deliberately arriving late to avoid traffic, which is having a negative impact on pupils' education and classroom routines.

This is a policy with clear and serious consequences for a key school in your division. Can you please comment on the specific impact of this policy change for Tadcaster Grammar?"

Glynis Ashford read the following statement on behalf of Katherine Walker.

Under the current system, families who are no longer eligible for school transport can apply for a paid seat — but even then, nothing is guaranteed.

This leaves families in a highly stressful position — especially in rural areas where there often is no realistic alternative. Even when a paid seat is granted, it can be revoked with just one week's notice. And with the appeal process likely to drag into the start of the academic year, many families are left with no clarity at all until the very last moment.

For context, the first day of school for Tadcaster Grammar is 2nd September — just days after the Council says it might confirm transport availability.

So my question is this:

What would you like to say to the 11-year-olds starting secondary school this September, who are facing one of the biggest transitions of their lives, but won't know how they're getting to school until a few days before term starts?

Leonie Smith made the following statement.

The Council's own Home to School Transport Policy clearly states that: "Information on eligibility for school transport must be readily available." I want to talk about what "readily available" has looked like in practice.

Parents these days are organised. We build WhatsApp groups, year group chats, Facebook groups — anything to make sure we don't miss something. And they work. You'll get 100% compliance on things like "non-uniform day Friday".

But here's what's strange: when the school transport eligibility changes came into effect — arguably a decision with much greater long-term impact than non-uniform day - hundreds of parents across North Yorkshire missed the memo. Weird? It seemed weird to us too. So we started digging.

And what we've found is a catalogue of poorly managed communication:

- York schools were entirely omitted from some of the Council's communications
 - Tadcaster Grammar school have admitted that no communication was shared as the comms was hidden in a weekly circular from the council
 - Official letters included links to outdated web pages, referring to superseded versions of the transport policy.
- So my question is this: Would the councillors now agree that the comms has not been adequate?

Terence Moran read the following statement on behalf of Paul Dale.

Since the eligibility emails were sent to families just before half term, we've seen a large number of appeals, widespread confusion, and a growing sense of frustration at the lack of transparency in how this policy has been implemented.

Just this past weekend, we posted a message in the Bilbrough village WhatsApp group to alert people to the policy change and ask if they would like to sign up as supporters of the appeal effort. In less than 48 hours, over 160 people came forward — not just parents of this year's Year 7s, but residents concerned about the wider impact on the village, including the long-term effect on house prices, family life, and community sustainability.

We understand that there will be a review of this policy but that is scheduled for 2028. If this policy is to regain public trust, we believe the review must be independent, transparent, and begin soon enough to shape a fairer system, ideally with changes in place for the 2027 intake.

The review being independent is of particular concern, there is a genuine fear that this review could become an exercise in officers marking their own homework, rather than a meaningful opportunity to reflect, consult, and correct course.

So my question is:

Can you please explain the nature of the review and importantly when it will begin and if it will be independent?

The relevant Officers were unable to attend the meeting and so David Smith read the following response on their behalf.

The Council's Home to School Travel Policy was agreed by the Council at its meeting in July 2024, and became effective on 1 September 2024. The policy aligns the council's arrangements for home to school travel with Statutory Guidance issued by the Department for Education (DfE), where the main eligibility criteria for assistance with home to school travel is that assistance is provided to the nearest suitable school with available places.

The Council's previous Home to School Transport Policy defined the main eligibility criteria as being that assistance would be provided to *either* a pupil's nearest, or catchment school. As a result, parents in areas where the nearest school was not the catchment school were provided with eligibility to more than one school. This was not available to the parents of all children.

The policy was informed by an analysis undertaken on a large sample of eligible pupils which demonstrated that the annual savings arising from the adoption of the policy could result in savings of up to £4.2 million by the end of the implementation period.

The savings arising from the implementation of the policy will be monitored by the council.

The Council is aware that parents consider a broad range of factors when making decisions about which schools they should preference when making an application for a school place for their child.

Since the adoption of the policy, the council has sought to advise parents that they should consider the implications of the Home to School Travel Policy if they wish their child to be provided with assistance with Home to School Travel.

The Council is committed to monitoring the impact of the policy, including on admissions patterns.

The council offers the option for families to buy a permit to travel on council services where a spare seat exists. Clearly not all contracts, or routes, will have spare seats available and the council is not able to confirm whether there is capacity to sell seats until all children who are eligible for travel have been allocated transport assistance.

Parents of children who are not eligible for home to school travel assistance are required to make their own arrangements for getting their children to school. All parents of children in the year 7, secondary, and primary Reception class entry for September have been notified of their eligibility.

As a reminder, the Council undertook a detailed consultation exercise prior to the adoption of the policy, which included communication to all schools in North Yorkshire via the established and longstanding communication channel between the council and schools. The communication asked that parents be informed of the consultation. Council officers liaised with school leaders, including those representing Tadcaster Grammar and discussed the policy change.

In addition, the council consulted with all 13 local authorities with whom North Yorkshire shares a boundary, asking that the consultation be highlighted with schools in their areas.

It also promoted the consultation via local media outlets, the council's website and the social media channels. The online survey that was undertaken as a part of the consultation generated a total of 1,299 responses from respondents representing different areas around the county.

The policy will be reviewed in the summer of 2026 and the findings will be reported to the Children and Families Overview and Scrutiny Committee. The policy review will consider the objectives of the policy, evidence relating to the budget associated with the policy, risks and assumptions relating to the policy change as well as wider impacts of the policy. The review may lead to

recommendations for further changes to the policy.

Each speaker was provided with an opportunity to ask a supplementary question.

The Chair allowed a short discussion between Members and the following points were raised.

- Councillors felt that responding to all questions with a single answer was insufficient, and that some queries remained unanswered.
- Members highlighted that the upcoming review would identify any issues with the policy, allowing Councillors to determine whether it should continue.
- Attention was drawn to the Council's current financial pressures, which were a significant reason for the introduction of this policy.
- Concerns were raised that some residents had already complied with the policy, and any retrospective changes could unfairly disadvantage them.

It was proposed and seconded that the Committee refers the five public questions to the Executive for more detailed responses. A vote took place, and the motion was passed with 12 votes in favour, 1 against and 1 abstention.

Resolved

- a) That the Committee refers the five public questions to the Executive for more detailed responses.

Councillor John McCartney left the meeting at 3.32pm

145 Community Safety annual update

Julia Stack, Evie Griffiths and Laura Cobb highlighted the following key points from the report and a discussion followed, a summary of which is below.

- Officers confirmed that available legislation is utilised wherever possible and highlighted recent successful closure orders at problematic premises.
- A countywide initiative to install knife bins in major towns was outlined. Bins are currently in place in Selby and Tadcaster, and the report noted that a number of bladed items have already been deposited. A councillor noted that many more knives had been deposited in the Tadcaster knife bin compared to Selby and questioned whether this should be a concern given Selby's larger size. They also observed that many of the items deposited were kitchen knives, which was viewed positively as it demonstrated community engagement and a willingness to safely dispose of potentially dangerous items. It was suggested that the knife bin in Selby could be put in a better location and that a bin should be placed in Sherburn in Elmet.
- Officers explained that their work also aligns with strategic priorities set by the Community Safety Partnership. Domestic abuse was cited as a key focus, with reference made to the 16 Days of Action campaign.
- Recent work around stalking and harassment was highlighted, particularly during April 2025. Officers noted that a new statutory duty relating to serious violence has introduced multiple objectives, supported by funding from the Mayor's office.
- Collaborative work with North Yorkshire Police on managing the nighttime economy was highlighted.
- Officers discussed the role of Prevent Groups in addressing radicalisation and extremism.

- An update was provided on the integration of the Selby CCTV network into the Harrogate CCTV Control Room. This process has been delayed due to the relocation of the control room from Northallerton following the closure of the Stone Cross building. Once complete, the integration will enable a 24/7, year-round service. A strategic review of CCTV across North Yorkshire is ongoing.
- Concerns about a significant rise in antisocial behaviour in Sherburn were raised, including incidents involving fireworks, off-road bikes, fires in wooded areas, and disruption to businesses. It was noted that the situation had escalated to the point where Sherburn Town Council had invited the local councillor, the Deputy Mayor, and the local Chief Inspector to a meeting to discuss the issue. Officers confirmed they are aware of these issues and that they are being discussed in multi-agency problem-solving meetings. Officers assured Members that they are working closely with the neighbourhood policing team and that additional police support is planned for the area. Councillors requested that appropriate contact details be shared.
- A councillor raised concerns about the increasing use of electric scooters in Selby where people are riding at excessive speeds, sometimes two per scooter, on both roads and pavements. The councillor requested clarity on the current legal status of e-scooters, enforcement responsibilities, and any proposals to address the issue.
- A councillor raised concerns about the deliberate and disruptive backfiring of cars in Selby and Tadcaster, noting that it was causing significant frustration among residents. Members also highlighted road racing taking place in the area.
- A request was made for information on how and where to report graffiti, and for this guidance to be shared with parish and town councils. It was noted that the previous district council had its own cleaning service, and clarification was sought on current responsibilities.
- A councillor highlighted the Our Space Selby facility and Officers confirmed that they are linked in with the project.
- A councillor asked whether individuals such as the coordinator at Our Space Selby could attend multi-agency meetings. Officers explained that due to the sensitive nature of these meetings, they do not currently allow wider attendance. Officers confirmed they are exploring the development of a community safety hub model, similar to one operating in Ryedale, that would allow broader participation through community MAPs.
- A councillor noted that Sherburn in Elmet, as well as the Ainsty area were not mentioned in the report and requested that officers be reminded to include Ainsty when preparing future updates. An update on Byram was also requested.
- Members asked who the lead inspector for the Selby District is, noting that a new inspector was expected to introduce themselves to councillors. Officers confirmed that Inspector Rob Campbell would be returning to the role, starting on 7 July 2025.
- A councillor raised concerns about the availability of police liaison support, noting that the previous officer was highly valued but is now overstretched. Officers agreed to take the query back, acknowledging that it falls under police responsibility.

Resolved

- a) That the update is noted.

Councillor Jack Proud left the meeting at 3.41pm

146 Parking enforcement verbal update

Steve Brown provided a verbal update which was followed by a discussion. The below points were raised.

- Before Local Government Reorganisation (LGR), off-street parking was managed by the district councils, with approximately 150 car parks across seven districts. On-street parking was overseen by the County Council as the highway authority.
- Post-LGR, the focus was on ensuring that parking operations were safe and legal. The Council then sought to establish consistency across the county, modernising parking infrastructure where possible.
- Around 430 pay and display machines, aged between 5 and 15 years, are to be replaced. This programme is approaching the procurement stage, with improvements expected to be visible by March 2026. The upgrades aim to enhance the customer experience and generate additional revenue. Members queried whether the new machines would incorporate QR codes, expressing concerns about potential scams associated with their use. Officers confirmed that QR codes will not be used.
- Lighting in council car parks will be upgraded, replacing outdated fixtures with energy-efficient LEDs. This will reduce costs, minimise light pollution, enhance safety within the car parks, and improve the overall customer experience, especially during winter.
- A restructure of the parking services team was carried out, followed by a recruitment campaign to address shortages in staff. As a result, the number of enforcement officers in Selby increased from one to three. A new supervisor, Sean Bolton, has been appointed, and the team is engaging with local councillors, the wider community and is working well.
- In the past year, 98 off-street and 1,835 on-street Penalty Charge Notices (PCNs) were issued in Selby. While enforcement isn't solely about issuing PCNs, these figures serve as a useful indicator and PCNs help to increase compliance. Enforcement officers maintain a visible presence, engage with the public, and move people on when necessary.
- Strategies under development include town investment plans, local transport plans, and a parking principles document. Given the scale of North Yorkshire, the Council is looking to develop local area action plans which will involve elected members. Members stressed the need to consider the whole Selby and Ainsty area.
- Resurfacing work has been carried out in Selby, with funding secured by Selby District Council and the project delivered by North Yorkshire Council. Members noted that clear lines and signs are essential for enforcement.
- Members requested regular updates, including PCN figures.
- Questions were raised about introducing parking charges in Tadcaster, noting inconsistency with the rest of the area and potential revenue. Officers stated enforcement is driven by strategy and policy, not financial gain, though income is a by-product. It was reported that the suggestion will be reviewed in the development of the local area action plans.
- Members inquired about the powers available to enforcement officers. Officers confirmed that this is currently under review, with the intention of expanding their authority. It was suggested that fly-tipping enforcement powers could be added.
- Concerns were raised about traffic volumes in Selby.
- Members suggested another walkaround with officers to observe and discuss local issues.
- Officers reported that traffic regulation orders are being digitised. This process will include a Local Area Road (LAR) survey to capture data such as speed limits and weight restrictions, and will allow users to view restrictions online. The digital system will improve efficiency and ensure that restrictions can be properly enforced. The new system is expected to be launched in January.

Resolved

- a) That the update is noted.
- b) That regular updates be added to the work programme.

Tom Jenkinson and Connor King-Stephenson introduced the report and a discussion followed. The key points have been summarised below.

- Officers apologised for the omission of some areas in the Committee report and assured Members that future reports would be more inclusive. Members requested a stronger focus on projects in the specific area.
- Members asked how to contact the Communities, Parish Liaison, Local Devolution, and Migrant Programmes teams.
- Members queried the timetables for the projects.
- Members asked about the absence of a community partnership in Selby, noting that Sherburn in Elmet and Tadcaster have established ones. Officers advised that such partnerships can be set up if Members make contact.

Resolved

- a) That the report is noted.

148 Climate change projects - ringfenced funding briefing note

At the meeting held on 25 April 2025, Members raised several queries regarding the climate change report. In response, Officers provided a written briefing note, which was included in the meeting papers. Jos Holmes introduced the note, and the following key points were discussed.

- The original projects were approved by the Director of Environment in February 2024, following consultation with the Area Committee. This programme was supported by a capital budget previously approved and set aside by Selby District Council.
- Following local government reorganisation, the funding was consolidated into council reserves. As a result, and in accordance with the Council's financial governance procedures, a new business case is now required for any future projects. This business case would compete alongside other council priorities for approval.
- It was reported that £250,000 had been ringfenced for the initiatives. Of this, £50,000 had been allocated and spent on tree planting in the Selby area, which includes funding for a three-year maintenance programme. The remaining £200,000 has been consolidated. Projects that were not progressed include the decarbonisation of Selby Library, installation of an electric vehicle charging point at Selby Civic Centre, and further work related to public transport access at Sherburn in Elmet industrial estate.
- Members expressed disappointment that a new business case is now required and that the previously ringfenced funding has been consolidated into council reserves.

Resolved

- a) That the update is noted.

149 Area Committee 2024/25 annual report

The Chair introduced the item and the following points were raised by Members.

- Members requested that regular updates on the condition of housing stock, including the number of voids, repairs, and retrofits, are received.
- Members requested that the map be edited to ensure that Tadcaster Library is visible.

Resolved

- a) That the Area Committee Annual Report be noted.

150 Work programme

The Chair introduced the item and Members made the following additions or amendments.

- A report from the Mayor was requested regarding efforts to address empty homes and encourage landlords to bring properties back into use.
- Members requested further information from the Localities team on the role of community anchors and existing partnerships.
- An item was proposed to cover various aspects of council housing, including:
 - o The number of empty properties
 - o Churn rate/turnover
 - o Refurbishment processes (whether carried out in-house or contracted)
 - o Progress on housing repairs and reducing voids
- A query was raised regarding whether a date has been set for the informal session with the Environment Agency. The importance of being well-informed to influence water companies was emphasised.
- A suggestion was made to schedule online informal sessions in advance, to be cancelled if there is no business.
- Members suggested receiving regular updates from the Mayor, particularly in relation to funding opportunities and the benefits delivered to the Selby and Ainsty area.
- It was noted that "Selby Arts Council" should be removed from the work programme.

Resolved

- a) That the above amendments be made.

151 Any other items

There were none.

152 Date of next meeting

Thursday, 18 September 2025 at 2.00pm in Selby Civic Centre.

The meeting concluded at 4.42 pm.

North Yorkshire Council

Selby and Ainsty Area Committee

18th September 2025

Recommendation on Adoption of the New Settlement (Maltkiln) Development Plan Document

Report of the Corporate Director of Community Development

1.0	PURPOSE OF REPORT
1.1.	To update and consult the Selby and Ainsty Area Committee on the Inspector's Report on the Examination of the New Settlement (Maltkiln) Development Plan Document (DPD) and the recommendation for adoption of the DPD.
2.0	SUMMARY
2.1.	This report provides an update on the examination of the New Settlement (Maltkiln) Development Plan Document (DPD) following receipt of the Planning Inspector's Final Report (Appendix A). The Inspector's Report concludes that the DPD provides an appropriate basis for the planning of that area, provided that a number of Main Modifications (MMs) are made to it.
2.2.	The Inspector's recommendation has been made following the Examination of the DPD, including Public Hearings (17 th – 20 th September 2024) and a six-week Public Consultation on proposed Main Modifications (10 th February – 24 th March 2025), the details of which are illustrated in section 3.0 of this report.
2.3.	In line with legislation and on request by the Council, the Inspector has provided a schedule of MMs required to make the plan sound (Appendix B). The MMs can be summarised as follows: • Revising the indicative layout and boundary as shown on the updated Policy Map and Indicative Development Framework (Appendix B, Map 1 and 2 (pages 4-5)); • Ensuring that the masterplanning process for the development of the new settlement is clear by making changes to Policies NS1, NS2 and NS3; • Clarifying how the priorities set by the Climate Change Strategy will be implemented by the DPD's climate change policies (Policies NS4 to NS11); • Ensuring that the infrastructure necessary for the delivery of the new settlement is provided in a clear and effective way by inserting a new policy (NS38); • Inserting a glossary; and • A number of other modifications to ensure that the Plan is positively prepared, justified, effective and consistent with national policy.
2.4.	It is proposed that the Council adopt the New Settlement (Maltkiln) Development Plan Document in line with the recommended MMs (a final draft version of the DPD is available in Appendix C). Therefore, the remainder of this report sets out an up-to-date context for the DPD and its importance, clearly identifying the reasons for rejecting the alternative option of not adopting. In addition, the Council seeks views on being able to make any further Additional Modifications (AMS) to the Plan, that relate exclusively to factual updates, grammatical and formatting corrections.

3.0 New Settlement (Maltkiln) Development Plan Document

What is the DPD and Why is it Important?

- 3.1 The DPD has been progressed to implement Policy DM4 of the adopted Harrogate District Local Plan ((HDLP) Annexe 1), which identifies land in the Green Hammerton/Cattal area as a broad area for growth during the plan period and beyond. Policy DM4 also establishes the principle for a new settlement there in addition to the broad amount of housing (at least 3,000 dwellings), employment (about 5 hectares) and other development (on site education, health, retail, community and other services and facilities and a local centre) to be provided as well as setting out other requirements such as the relocation of an existing horticultural nursery business as appropriate. Consequently, the DPD was drafted and submitted in this overall context.
- 3.2 The draft version of the DPD recommended for adoption, which includes the recommended MMs and policy boundary modifications, is in Appendix C. The DPD sets a clear and ambitious thirty-year vision for Maltkiln and a policy framework to guide how it is developed. The policies and proposals in the DPD aim to create a mixed-use settlement, where people have access to homes, a range of employment types, local services and facilities, public transport and open spaces. This mix of uses is focused around the Cattal rail station and the new local centre enabling the residents to benefit from key walking, cycling and public transport corridors. Maltkiln will deliver as a minimum 3,000 homes and 5ha of employment land, plus additional employment opportunities within the local centre alongside supporting home working and flexible working, including the provision of flexible coworking space within the local centre.
- 3.3 Preparation of Development Plan Documents is governed by planning legislation and adoption of the DPD will allow the Council to give full weight to the policies and proposals within it. Adoption of the DPD will ensure that Maltkiln is developed in a comprehensive manner, ensuring that appropriate infrastructure is provided and that the vision for a zero-carbon settlement is realised.

Examination of the DPD

- 3.4 The decision to submit the Regulation 19 Pre-Submission Draft DPD was approved by Executive on 6th February 2024 and by Full Council on 21st February 2024. The decision to submit the DPD at Full Council was supported by a covering report, which included detail in relation to preparation of the DPD, community involvement and consultation prior to the examination (Annexe 2). Therefore, this section aims to provide any additional detail, particularly in relation to the examination process and relevant legislation, to consider adoption of the plan.
- 3.5 The DPD, together with a complete, proportionate evidence base and the documents required by legislation, were submitted to the Secretary of State for examination on the 27th March 2024. The Planning and Compulsory Purchase Act 2004 (PCPA), sections 20(7), (7A), (7B) & (7C), allows for three possible outcomes to the examination. One outcome being that the Inspector finds that the plan is unsound and/or legally non-compliant as submitted, but that it is possible to make it sound and legally compliant by making main modifications to it. In these circumstances the Inspector must recommend the necessary main modifications, if requested to do so by the LPA. The main modifications must relate directly to the reasons why the Inspector has found the plan unsound or legally non-compliant. At the end of the examination the Inspector produces a report for the LPA setting out recommendation(s) in line with the possible outcomes and the reasons for them. The report is not binding on the LPA, but the LPA may not adopt an unsound plan (PCPA,

section 23(4)). The National Planning Policy Framework 2023 (paragraph 35) (NPPF)¹ makes it clear that to be found sound, a Plan should be positively prepared, justified, effective and consistent with national policy.

- 3.6 Section 23 of the Planning and Compulsory Purchase Act 2004 states that if a Planning Inspector finds a Plan sound and concludes that it is capable of adoption, subject to Main Modifications being made, a local planning authority may adopt the Plan with both Main and Additional Modifications.
- 3.7 In relation to submission of the New Settlement (Maltkiln) DPD, Planning Inspector Clive Coyne BA (Hons) DipTP MRTPI was appointed by the MHCLG to hold the independent examination of the DPD. As part of the examination, a programme of Public Hearings were conducted by the Inspector at the Harrogate Civic Centre Council offices between Tuesday 16th September 2024 – Friday 19th September 2024. The Council appointed a Programme Officer to liaise with the Inspector regarding the hearings. Prior to the hearings taking place, the Inspector provided a set of Matters, Issues and Questions (MIQs) which were to be discussed at the hearings. Affected parties and members of the public were given the opportunity to provide responses to those MIQs, as well as request to speak at the hearings.
- 3.8 Following the hearings, the Council prepared a schedule of Main Modifications at the request of the Inspector. There were a number of MMs proposed, which included general amendments across policies for soundness and wording changes to provide greater clarity (Annexe 3). There were also amendments proposed to the indicative development framework and site boundary on the policy map to ensure deliverability, specifically proposing to increase the developable area and therefore reducing the area proposed to be designated as Strategic Green Gap (see section 3.17 – 3.21 of this report).

Sustainability Appraisal and Habitats Regulation Assessment

- 3.9 In plan-making, Sustainability Appraisal (SA) is a systematic process which assesses the environmental, social, and economic impacts of a Plan. SA incorporates the requirements of the Environmental Assessment of Plans and Programmes Regulations 2004 (commonly referred to as the 'Strategic Environmental Assessment Regulations'). SA ensures that potential environmental effects are given full consideration alongside social and economic issues and can help demonstrate that the plan is justified, which is one of the key tests of soundness within the Examination.
- 3.10 Similarly, a Habitats Regulations Assessment (HRA) is a systematic process which assesses whether a Plan could have significant effects on protected habitats sites. If significant effects are likely, an Appropriate Assessment must be carried out to determine if the plan would adversely affect the integrity of the site, and the requirements are covered by relevant legislation. The benefit of HRA is that it ensures compliance with legal obligations to protect biodiversity, as well as identifies and mitigates potential environmental impacts early in the process.
- 3.11 Both the SA and HRA processes have informed and shaped the DPD throughout its preparation. This included a scoping exercise to establish the key issues for the SA along with a framework for undertaking the assessment as the plan was developed. The SA appraised a range of reasonable alternative options within the identified broad location for the new settlement which were published (including a suggested preferred option) at the Regulation 18 consultation. The SA considered impacts on air quality, biodiversity, flood risk, climate change, heritage, landscape, soil, water, housing, health and wellbeing,

¹ On 12 December 2024 a revised NPPF was published. However, it includes a transitional arrangement which indicates that, for the purpose of examining this Plan, the policies in the September 2023 Framework apply. Therefore, unless stated otherwise, any references to the Framework in this report relate to the September 2023 version.

transport and economy. SA was further used to develop, assess and refine each draft policy and monitoring indicator identified. A full SA report (prepared and published in April 2022 by AECOM on behalf of Harrogate Borough Council), which includes details of the assessments carried out at each stage of plan-making and how representations were taken into account, was published alongside the Regulation 19 Draft Plan (Annexe 4 (and within Appendix D)). In addition, the Maltkiln New Settlement Habitats Regulations Assessment, Test of Likely Significant Effects (prepared and published in April 2022 by AECOM on behalf of Harrogate Borough Council) and published alongside the Regulation 19 Draft and can be found at Annexe 5 (and within Appendix E).

- 3.12 Following the Regulation 19 publication, a number of modifications were proposed to the DPD and the documents submitted for Examination by North Yorkshire Council included an updated SA (Annexe 6) and an updated HRA (Annexe 7) which assessed the proposed modifications against the SA and HRA frameworks and took into account representations received.
- 3.13 Following the examination in public, the Council provided a further updated assessment of the proposed MMs and policy map modifications against the SA objectives. The Main Modifications Sustainability Appraisal January 2025 (Appendix D) documents the additional SA work undertaken. To summarise, it concludes that the proposed modifications would change the overall conclusion in relation to SA objective 5 (Protect, enhance and manage the character, function and enjoyment of the historic environment) with there being likely minor negative effects on heritage assets rather than potential minor effects. That said, in reaching this revised conclusion it was noted that detailed policies within the DPD aim to conserve and enhance heritage assets, ensuring that the design of development minimises impact to their setting and significance. It was also noted that whilst the proposed modifications decrease the area designated as Strategic Green Gap, this does not lead to full coalescence or significant negative impacts on the Kirk Hammerton or Green Hammerton Conservation Areas. The assessment also concluded that the proposed modifications do not change the previous SA's conclusions in relation to any of the other original SA objectives.
- 3.14 Also following the examination in public, the Council provided a further updated assessment of the proposed MMs and policy map modifications against the HRA of April 2022 to assess whether the modifications proposed impact on European Sites either alone or in combination with other projects. As detailed on the Main Modifications HRA January 2025 (Appendix E), The original conclusion that there is a high degree of confidence there will not be a likely significant effect from the proposal on any European sites, either alone or in combination with other projects, still stands.
- 3.15 As found by the Inspector, the Council has met its requirements in terms of the relevant legislation. A more detailed overview of the Inspector's findings in relation to the updated SA and HRA can be found in section 3.26 of this report.
- 3.16 It is essential that in considering this report, Members have proper regard to the updated SA and HRA, which are appended to this report (Appendix D and Appendix E).

Delivery of Maltkiln

- 3.17 One of the soundness tests for development plans is that they must be deliverable. In January 2023, the Council was notified that an area of land included within the proposed DPD boundary was no longer available (See Appendix F). The land which was withdrawn forms a substantial part of the proposed new settlement area (approx.128ha or 42% of the total area). Importantly, the land occupies a significant area around Cattal Rail Station which is intended to be the focal point of the settlement and provide a range of services to ensure that the settlement is an exemplar of sustainable development.

- 3.18 On 12th December 2023, Executive approved in principle that a Compulsory Purchase Order (CPO) can be pursued as a mechanism to deliver a new settlement at Maltkiln, if an agreement with landowners cannot be reached (Annexe 8). This granted an appropriate mechanism to secure delivery prior to the Council submitting the DPD for Examination.
- 3.19 During the Examination in Public (EIP), Caddick Group wrote to the Council proposing an amendment to the DPD boundary. As outlined in their letter (Appendix G), this amendment would ensure that delivery of the earlier phases of development would not be dependent on further negotiations and/or CPO and would facilitate the re-location of an existing plant nursery business (Johnsons of Whixley) within a timely manner.
- 3.20 In the light of the arguments set out in Caddicks' letter, the Council agreed during the EIP that the amendment to the eastern boundary of the settlement (along with subsequent changes to the indicative development framework) was needed in order to make the plan sound. This formed part of the proposed MMs.
- 3.21 This amendment, along with the in-principle decision that the Council is willing to use its compulsory purchase powers, if necessary, assisted in demonstrating that Maltkiln remains deliverable, and was addressed in the Inspector's Report on the examination (Appendix A, paragraph 42 – 54). This allows the Council to progress with adoption.

Further Public Consultation and Engagement

- 3.22 The Council prepared a Consultation Statement (Annexe 9) which formed part of the submission documents. The document included a Statement of Community Involvement, confirming that the requirements were met during preparation of the DPD, as well as being in line with the methods of engagement set out in the SCI 2020.
- 3.23 Following the EIP, the proposed MMs, policy map modifications, and updated SA and HRA, were subject to a formal public consultation, ran by the Council on behalf of the Inspector, for a six-week period beginning 10th February 2025. Parties who requested to be updated, including relevant statutory bodies, were notified of the consultation. In addition, a Public Notice was issued by the Council whereby details in relation to the consultation, including important dates and where to access relevant documents was provided. Copies of the documents were provided on the Harrogate planning policy consultation portal here <https://consult.harrogate.gov.uk> and printed copies were available at the Harrogate Civic Centre Council offices and relevant libraries in the local area. The Council provided a Guidance Note which explained the consultation process and the tests of soundness.
- 3.24 In addition, the Council attended a meeting with the Maltkiln Community Liaison Group on 21st February 2025, to provide advice in relation to the Main Modifications consultation procedure. Representations made during the consultation were issued to the Inspector via the Programme Officer.

Receipt of Inspector's Report

- 3.25 The Council received the Inspector's Final Report on 7 August 2025 (Appendix A) alongside a schedule of recommended main modifications (Appendix B). The Inspector found that the DPD provides an appropriate basis for the planning of the area, provided that a number of main modifications are made to it. In his report, the Inspector concluded that "the duty to cooperate has been met and that with the recommended main modifications set out in the Appendix [Appendix B] the New Settlement (Maltkiln) Development Plan Document (DPD) satisfies the requirements referred to in Section 20(5)(a) of the 2004 Act and is sound." (Appendix A, paragraph 143).

- 3.26 In relation to the SA, the Inspector detailed in his report that “the Council have carried out an adequate SA of the Plan and reasonable alternatives have been considered to a sufficient degree” (Appendix A, paragraph 26). Notably, the Inspector acknowledges the land availability issue, which came to light following the assessment of the options in the SA. Nevertheless, he found that this does not result in the conclusions reached by the SA being invalid, nor was the Council wrong to choose Option 3 as their preferred. The approach was based on the evidence available at that time. Furthermore, the modification to the settlement boundary to address the availability of this land has been subject to an additional SA assessment alongside the other proposed main modifications which have undergone public consultation, as noted previously in this report. Furthermore, the Inspector concludes that the further work undertaken on HRA in light of the modifications is satisfactory, and the DPD will not have a significant adverse impact on the integrity of the relevant European sites (Appendix A, paragraph 27).
- 3.27 It is noted that the policy map is not defined in statute as a development plan document and so the Inspector does not have the power to recommend main modifications to it. However, several of the MMs to the DPD policies require corresponding changes to be made to the policies map. For example, the revision to the settlement boundary and the development framework. These further changes to the policies map were published for consultation alongside the MMs. Should the DPD be adopted, in order to comply with the legislation and give effect to the Plan’s policies, the Council will need to update the adopted policies map to include all the further changes published alongside the MMs.
- 3.28 The Main Modifications to the DPD include general amendments across policies for soundness and wording changes to provide greater clarity. These can be summarised as follows:
- Revising the indicative layout and boundary as shown on the updated Policy Map and Indicative Development Framework (Appendix B, Map 1 and 2 (pages 4-5));
 - Ensuring that the masterplanning process for the development of the new settlement is clear by making changes to Policies NS1, NS2 and NS3;
 - Clarifying how the priorities set by the Climate Change Strategy will be implemented by the DPD’s climate change policies (Policies NS4 to NS11);
 - Ensuring that infrastructure necessary for the delivery of the new settlement is provided in a clear and effective way by inserting a new policy (NS38);
 - Inserting a glossary; and
 - A number of other modifications to ensure that the Plan is positively prepared, justified, effective and consistent with national policy.
- 3.29 Subsequently, the Council have prepared a final draft version of the DPD which includes the recommended main modifications and modified policy Map, as well as Additional Modifications that relate exclusively to factual updates, grammatical and formatting corrections (Appendix C).

Council Land Interests

- 3.30 During preparation of the DPD, concerns have been raised by some members of the local community regarding the Council’s land interests in Maltkiln. It is important to note that who owns land is not a relevant consideration for development plans; as outlined in national planning policy plans should be judged on whether the development is appropriate and sustainable. However, for transparency, it should be noted that the Council does have an interest in land within the adoption Draft DPD as the beneficiary of restrictive covenants on land known as New Farm, York Road, Green Hammerton (sold in 2003) and land known as Sunny Bank Farm (sold in 2000). The covenants related to future uses of the land to the extent that if the land was developed for purposes other than agriculture and included more than a single dwelling the Council could clawback a percentage uplift of the increased land

value. This is not material to consideration of whether the DPD should be adopted and no regard should be had to this matter.

4.0 Adoption

- 4.1 Section 23 of the Planning and Compulsory Purchase Act 2004 states that if a Planning Inspector recommends adoption, subject to Main Modifications being made, a local planning authority may adopt the Plan with both Main and Additional Modifications. As detailed in Section 3.0, the Inspector has concluded that the plan is sound, legally compliant and capable of adoption subject to recommended main modifications, and it is therefore recommended that the Council adopt the plan including the modifications.
- 4.2 On adoption, the New Settlement (Maltkiln) DPD will form part of the statutory development plan, and from the date of adoption it will form the basis of decision making on planning applications within the policy map boundary, in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004.

5.0 ALTERNATIVE OPTION(S) WHICH HAVE BEEN CONSIDERED AND RECOMMENDED FOR REJECTION

- 5.1 The alternative option is to not confirm adoption of the New Settlement (Maltkiln) DPD. This option is rejected for the following reasons:
1. The principle of a new settlement in this area has been rigorously tested through the HDLP examination process and been found sound. The development plan for that new settlement (Maltkiln), including detailed policies, proposals and an indicative development framework has been tested throughout the New Settlement examination and has been found sound (subject to modifications set out in Appendix B). There is no good reason to come to a different conclusion. Therefore, re-opening debate on the merits of a new settlement through a new plan making process would constitute unnecessary resource and delay.
 2. A promoter is in place to deliver the scheme. Choosing not to adopt the DPD would undermine the ability of the Council to pursue a plan-led approach to the new settlement in the event of speculative planning applications in the area.
 3. The Council would still be under a requirement to prepare a DPD (as per Policy DM4 of the HDLP) and would therefore have to incur significant costs and time delays in repeating much of the preparation process, including the significant expense of holding another Examination.
 4. The DPD is a key conduit in delivering the Council Priorities, as well as implementing Policy DM4 of the HDLP. To not adopt would compromise the Council's ability to meet its objectives, particularly in relation to promoting a strong local economy, sustainable environment and supporting communities.
 5. The Secretary of State has default powers to intervene in the process where it is considered that an LPA is failing to take appropriate steps to prepare, revise or adopt a DPD, and to recover any associated costs.

6.0 FINANCIAL IMPLICATIONS

- 6.1 Adopting the DPD will incur limited short-term expenditure, including:
- The costs of resourcing officer time taken to produce and review adoption materials, including (but not limited to) the Adoption Statement and the final DPD.
 - Publishing the Adoption materials.

Provision for these costs have already been made in Place Shaping and Growth service area budget.

- 6.2 A decision to adopt the DPD would provide budgetary savings in the long term, in respect of costs which would instead be associated with restarting the process, including the procurement of evidentiary services, holding an examination in public and appointing an Inspector, Programme Officer and independent legal counsel.

7. LEGAL IMPLICATIONS

- 7.1 Development Plans are governed by legislation, specifically The Town and Country Planning (Local Planning) (England) Regulations 2012 and the Planning and Compulsory Purchase Act 2004. The Inspector concluded in his assessment that the DPD complies with all relevant legal requirements. As detailed in the Inspector's report, this included that the DPD has been prepared in accordance with the Council's Local Development Scheme, consultation, submission and examination, as well as the requirements of SA and HRA.

- 7.2 The legal date of adoption of the DPD is the date it is adopted by Full Council and the Plan is thereafter afforded full weight in decision making on planning applications. Under Section 113(3) and (3B) of the Planning and Compulsory Purchase Act 2004, there is a period of six weeks beginning the day after adoption of the Plan within which any person aggrieved by the document may make an application to the High Court on the grounds that:

- The document is not within the appropriate power;
- A procedural requirement has not been complied with and in this respect the applicant has been substantially prejudiced that failure to comply

- 7.3 Grounds for being aggrieved do not include disagreement with policies contained within the DPD.

8.0 EQUALITIES IMPLICATIONS

- 8.1 The DPD has been subjected to the Equality Impact Assessment process throughout (see Appendix H), and the Inspector's Report concluded that during his assessment he has "...had due regard to the aims expressed in S149(1) of the Equality Act 2010. This has included [his] consideration of several matters during the examination including the provision of accommodation to meet the needs of older people and those with disabilities" (Appendix A, paragraph 11).

- 8.2 An Initial Equality Impact Assessment Screening Form is appended to this report (Appendix I) which concludes that all reasonable and proportionate steps have been taken throughout the preparation of the DPD to maximise the positive equality benefits and that the plan will not lead to discrimination, harassment or victimisation but will help to eliminate such conduct.

9.0 CLIMATE CHANGE IMPLICATIONS

- 9.1 Section 19(1A) of the Planning and Compulsory Purchase Act 2004 requires local planning authorities to include in their Local Plans "policies designed to secure that the development and use of land in the local planning authority's area contribute to the mitigation of, and adaptation to, climate change".
- 9.2 The adopted Harrogate Local Plan 2014-2035 included a new settlement in its growth strategy as a way to meet housing and economic development needs in a sustainable way,

with services provided that reduce the need for travel. In addition, the broad location for the new settlement was chosen in order to maximise the opportunities for sustainable travel.

- 9.3 The DPD has been developed with climate change mitigation and resilience at the forefront, and a Climate Change Strategy was commissioned to inform the priorities and policies in the DPD. This identifies four priority areas for action:
- Net zero carbon movement and active travel;
 - Net zero carbon energy supply and use;
 - Inclusive flexible living and working;
 - Climate resilience.
- 9.4 Taken together the climate change policies in the DPD seek to ensure that each of the four climate change priorities are secured. The Inspector's report concludes that the DPD, taken as a whole, includes policies designed to secure that the development and use of land in the area contribute to the mitigation of, and adaptation to, climate change.
- 9.5 It is important to note that the policies in the DPD require more ambitious action than the adopted Local Plan. Therefore, the recommendation to adopt the DPD will have a positive effect on the Council's climate change aspirations by ensuring that development is carbon net zero across all phases.
- 9.6 An Initial Climate Change Impact Assessment is appended to this report (Appendix J) which concludes that the Council's full CCIA is not relevant or proportionate as this process is not intended to replicate more detailed statutory environmental assessments.

10.0 REASONS FOR RECOMMENDATIONS

- 10.1 The New Settlement (Maltkiln) DPD is a key driver in meeting the Council's Priorities and ensuring a sustainable and plan-led approach to development in the area. Furthermore, it contributes to the implementation of Policy DM4 of the HDLP.
- 10.2 As outlined throughout this report, the DPD is considered sound and legally compliant, has been positively prepared, and has been subject to extensive community involvement, public consultation and subject to an examination in public. The independent Inspector appointed by the MHCLG has concluded that subject to recommended main modifications, the DPD satisfies the requirements of Section 20(5) of the Planning and Compulsory Purchase Act 2004, and meets the criteria for soundness in the National Planning Policy Framework (2012).
- 10.3 As outlined throughout this report, the following matters have been considered – Financial Implications; Legal Implications; Climate Change Implications; Equality and Diversity (the Public Sector Equality Duty and impact upon people with protected characteristics). If applicable, the outcomes of any consultations, assessments, considerations and implications considered necessary during preparation of this report are detailed within the main body of the report.
- 10.4 The recommendation to provide a mechanism to correct any factual or typographical errors is important to ensure that the final document reflects the findings of the Examination in Public and provides a clear unambiguous framework for decision making.

11.0 Recommendation

- i. To propose to Executive that they recommend to Full Council that the New Settlement (Maltkiln) DPD and accompanying Policy Map, incorporating the Inspector's recommended Main Modifications, are adopted.
- ii. To propose to Executive that they recommend to Full Council that the Corporate Director of Community Development in consultation with the Executive Member for Open to Business, be authorised to make further additional modifications to the documents. Those modifications may relate exclusively to factual updates, grammatical and formatting corrections.

APPENDICES:

Appendix A	Planning Inspector's Final Report on the examination of the New Settlement (Maltkiln) Development Plan Document August 2025
Appendix B	Planning Inspector's Recommended Main Modifications August 2025
Appendix C	Draft New Settlement (Maltkiln) Development Plan Document August 2025
Appendix D	North Yorkshire Council Main Modifications Sustainability Appraisal January 2025
Appendix E	North Yorkshire Council Main Modifications Habitats Regulation Assessment January 2025
Appendix F	Regulation 19 Maltkiln Policy Map Showing Unavailable Land
Appendix G	Examination Document DF01
Appendix H	Submission Document CDNS04 – Submission Draft Equality Impact Assessment February 2024
Appendix I	NYC Initial Equality Impact Assessment Screening Form
Appendix J	NYC Initial Climate Change Impact Assessment

BACKGROUND DOCUMENTS:

Annexe 1	The Harrogate District Local Plan 2014-2035 (adopted December 2020). The Plan can be viewed on the Council's website https://www.northyorks.gov.uk/planning-and-conservation/planning-policy/planning-policy-your-local-area/harrogate-planning-policy/harrogate-district-local-plan
Annexe 2	Report to the Executive Committee 6 th February 2024: Maltkiln New Settlement - Submission of the New Settlement (Maltkiln) Development Plan Document. The report can be viewed on the council's website. https://edemocracy.northyorks.gov.uk/

- Annexe 3 North Yorkshire Council schedule of Proposed Main Modifications February 2025. The document can be viewed on the planning policy consultation portal <https://consult.harrogate.gov.uk>
- Annexe 4 New Settlement Development Plan Document Regulation 19 Consultation Sustainability Appraisal Report June 2022. The report can be viewed on the planning policy consultation portal <https://consult.harrogate.gov.uk>
- Annexe 5 Maltkiln New Settlement DPD Habitats Regulations Assessment Test of Likely Significant Effects Harrogate Borough Council April 2022. The report can be viewed on the planning policy consultation portal <https://consult.harrogate.gov.uk>
- Annexe 6 Document CDNS02 Submission Draft Sustainability Appraisal February 2024. The document can be viewed on the Maltkiln DPD webpage here <https://www.northyorks.gov.uk/planning-and-conservation/planning-policy/planning-policy-your-local-area/harrogate-planning-policy/new-settlement-maltkiln-development-plan-document>
- Annexe 7 Document CDNS03 Submission Draft Habitats Regulations Assessment HRA February 2024. The document can be viewed on the Maltkiln DPD webpage here <https://www.northyorks.gov.uk/planning-and-conservation/planning-policy/planning-policy-your-local-area/harrogate-planning-policy/new-settlement-maltkiln-development-plan-document>
- Annexe 8 Report to the Executive Committee 12th December 2023: Delivery of the New Settlement (Maltkiln) Development Plan Document. The report can be viewed on the council's website <https://edemocracy.northyorks.gov.uk/>
- Annexe 9 New Settlement (Maltkiln) Development Plan Document Submission Draft Consultation Statement February 2024. Report can be viewed on the Council's website: <https://www.northyorks.gov.uk/planning-and-conservation/planning-policy/planning-policy-your-local-area/harrogate-planning-policy/new-settlement-maltkiln-development-plan-document>

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19th August 2025

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Presenter of Report – *Kate Exley – Planning Policy and Place Officer*

Note: Members are invited to contact the author in advance of the meeting with any detailed queries or questions.

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Planning Inspectorate

Report to North Yorkshire Council

by Clive Coyne BA (Hons) Dip TP MRTPI

an Inspector appointed by the Secretary of State

Date: 7 August 2025

Planning and Compulsory Purchase Act 2004 (as amended)

Section 20

Report on the Examination of the New Settlement (Maltkiln) Development Plan Document (DPD)

The Plan was submitted for examination on 27 March 2024

The examination hearings were held between 17 and 20 September 2024

File Ref: PINS/E2734/429/10

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Abbreviations used in this report

AA	Appropriate Assessment
Council	North Yorkshire Council
DPD	Development Plan Document
GBI	Green Blue Infrastructure
HEDNA	Housing and Economic Development Needs Assessment
HDLP	Harrogate District Local Plan
HRA	Habitats Regulations Assessment
IDP	Infrastructure Delivery Plan
MMs	Main Modifications
NPPF	National Planning Policy Framework
PPG	Planning Practice Guidance
SA	Sustainability Appraisal
SSSI	Site of Special Scientific Interest

Non-Technical Summary

This report concludes that the New Settlement (Maltkiln) Development Plan Document (DPD) provides an appropriate basis for the planning of the area, provided that a number of main modifications [MMs] are made to it. North Yorkshire Council has specifically requested that I recommend any MMs necessary to enable the Plan to be adopted.

Following the hearings, the Council prepared schedules of the proposed modifications and, where necessary, carried out sustainability appraisal (SA) and habitats regulations assessment (HRA) of them. The MMs were subject to public consultation over a six-week period. I have recommended their inclusion in the Plan after considering the SA and HRA and all the representations made in response to consultation on them.

The Main Modifications can be summarised as follows:

- Revising the indicative layout as shown on the updated Development Framework (Map 2);
- Ensuring that the masterplanning process for the development of the new settlement is clear by making changes to Policies NS1, NS2 and NS3;
- Clarifying how the priorities set by the Climate Change Strategy will be implemented by the DPD's climate change policies (Policies NS4 to NS11);
- Ensuring that infrastructure necessary for the delivery of the new settlement is provided in a clear and effective way by inserting a new policy (NS38);
- Inserting a glossary; and
- A number of other modifications to ensure that the Plan is positively prepared, justified, effective and consistent with national policy.

Introduction

1. This report contains my assessment of the New Settlement (Maltkiln) Development Plan Document (DPD) in terms of Section 20(5) of the Planning and Compulsory Purchase Act 2004 (as amended). It considers first whether the Plan's preparation has complied with the duty to co-operate. It then considers whether the Plan is compliant with the legal requirements and whether it is sound. The National Planning Policy Framework 2021 (paragraph 35) (NPPF) makes it clear that in order to be sound, a Local Plan should be positively prepared, justified, effective and consistent with national policy.
2. On 12 December 2024 a revised NPPF was published. However, it includes a transitional arrangement which indicates that, for the purpose of examining this Plan, the policies in the September 2023 Framework apply. Therefore, unless stated otherwise, any references to the Framework in this report relate to the September 2023 version.
3. The starting point for the examination is the assumption that the local planning authority has submitted what it considers to be a sound plan. The New Settlement (Maltkiln) DPD, submitted in March 2024, is the basis for my examination. It is the same document as was published for consultation in October 2022.

Main Modifications

4. In accordance with section 20(7C) of the 2004 Act the Council requested that I should recommend any main modifications [MMs] necessary to rectify matters that make the Plan unsound and/or not legally compliant and thus incapable of being adopted. My Report explains why the recommended MMs are necessary. The MMs are referenced in bold in the report in the form **MM1**, **MM2** etc, and are set out in full in the Appendix.
5. Following the examination hearings, the Council prepared a schedule of proposed MMs and, where necessary, carried out a SA and HRA of them. The MM schedule was subject to public consultation for six weeks. I have taken account of the consultation responses in coming to my conclusions in this Report and I have made some amendments to the detailed wording of the MMs and added consequential modifications where these are necessary for consistency or clarity. None of the amendments significantly alters the content of the modifications as published for consultation or undermines the participatory processes and SA and HRA that has been undertaken. Where necessary I have highlighted these amendments in the Report.

Policies Map

6. The Council must maintain an adopted policies map which illustrates geographically the application of the policies in the adopted development plan. When submitting a local plan for examination, the Council is required to provide a submission policies map showing the changes to the adopted policies map that would result from the proposals in the submitted local plan. In this case, the submission policies map comprises Figure 1 as set out in the New Settlement (Maltkiln) DPD.
7. The policies map is not defined in statute as a development plan document and so I do not have the power to recommend main modifications to it. However, several of the published main modifications to the Plan's policies require further corresponding changes to be made to the policies map. For example, the revision to the settlement boundary and the development framework. These further changes to the policies map were published for consultation alongside the MMs and I have not recommended any MMs to the policies map.
8. When the Plan is adopted, in order to comply with the legislation and give effect to the Plan's policies, the Council will need to update the adopted policies map to include all the further changes published alongside the MMs.

Context of the Plan

9. The submitted Plan covers the period up to 2035. It implements Policy DM4 of the adopted Harrogate District Local Plan¹ (HDLP) which identifies land in the Green Hammerton/Cattal area as a broad area for growth during the plan period and beyond. Policy DM4 also establishes the principle for a new settlement there in addition to the broad amount of housing (at least 3,000 dwellings), employment (about 5 hectares) and other development (on site education, health, retail, community and other services and facilities and a local centre) to be provided as well as setting out other requirements such as the relocation of an existing horticultural nursery business as appropriate. Consequently, the DPD has been drafted and submitted in this overall context. It has also been drafted during the political re-structuring of local government arrangements in North Yorkshire with the former Harrogate Borough Council being subsumed into the new unitary North Yorkshire Council as of 1 April 2023.
10. The Maltkiln DPD covers the identified broad growth area which is situated in rural North Yorkshire between the large urban areas of York and Harrogate. There are several villages such as Kirk Hammerton, Cattal, Green Hammerton and Whixley located either within the plan area or close to it. The York/Leeds/Harrogate railway line also runs through the plan area which is largely characterised by a relatively open rural landscape. The river Nidd and

¹ Supporting Document SDNS14

the Aubert Ings Site of Special Scientific Interest (SSSI) lie to the south of the area and historic assets within and near the area include the Grade I Listed Church of St John the Baptist in Kirk Hammerton, the Cattal Bridge Scheduled Monument and a Grade II listed milestone.

Public Sector Equality Duty

11. I have had due regard to the aims expressed in S149(1) of the Equality Act 2010. This has included my consideration of several matters during the examination including the provision of accommodation to meet the needs of older people and those with disabilities. These matters are discussed in more detail under my assessment of soundness that follows.

Assessment of Duty to Co-operate

12. Section 20(5)(c) of the 2004 Act requires that I consider whether the Council complied with any duty imposed on it by section 33A in respect of the Plan's preparation.
13. The Duty to Cooperate Paper² sets out details of all the strategic cross-boundary matters and how the Council has engaged with relevant bodies to maximise the effectiveness of the Plan. An example includes liaising with Network Rail throughout the preparation of the Plan on strategic and local rail transport matters and making attempts to engage the Office of Rail Regulation. Another example is liaising with the NHS Integrated Care Board to ensure that any potential impacts of the new settlement on existing health infrastructure could be properly understood and adequately mitigated.
14. Other instances of effective, ongoing engagement include dialogue with National Highways, Highways England and the Local Highways Authority on highways matters in relation to the impacts of the planned level of growth on the strategic road network. This is consistent with the aims and objectives of the Duty. Further examples include the ongoing engagement with adjacent local planning authorities through the Leeds City Region Development Plans Forum and the York, North Yorkshire, Hull and East Riding Development Plans Forum, which has resulted in agreed Statements of Common Ground with York City Council and Leeds City Council.
15. Before the creation of the new unitary authority of North Yorkshire Council, the local planning authority responsible for the initial preparation of the Plan was Harrogate Borough Council. At that time there was ongoing engagement with other soon to be North Yorkshire constituent authorities such as Selby District Council and North Yorkshire County Council as part of the plan preparation

² Supporting Document SDNS02

process as set out in the Consultation Statement³. Officers also attended ongoing bi-monthly meetings of the Leeds City Region Sub Regional Planning Group⁴. In addition, the consultation statement also highlights that when submitting the adopted Harrogate District Local Plan for examination a Duty to Co-operate statement was provided that showed the steps that had been taken to fulfil the duty and that there were no outstanding issues of strategic importance at that time.

16. I am therefore satisfied that where necessary the Council has engaged constructively, actively and on an on-going basis in the preparation of the DPD and that the duty to co-operate has consequently been met.

Assessment of Other Aspects of Legal Compliance

17. The Plan has been prepared in accordance with the Council's Local Development Scheme which identifies submission in 2024 and adoption of the Plan in 2025.
18. Consultation on the Regulation 18 version Draft DPD took place between October 2020 and January 2021 when national coronavirus restrictions were still in place. No face-to-face events were possible. Instead, the DPD and supporting evidence were available online. There were also opportunities for people without internet access to engage in the process. Articles about the DPD consultation were also placed in the Council's residents newsletter as well as a summary leaflet being printed and delivered in the area. Parish Councils and Community groups also assisted with the consultation by using their own channels and by distributing leaflets.
19. Consultation on the Regulation 19 Draft DPD took place over nearly eight weeks starting in October 2022. By this stage, national coronavirus restrictions had been lifted. Electronic copies of the Plan and all supporting documents were again provided online, but with paper copies available. Technical workshops were also held across the district as set out in Core Document CDNS06. This consultation was carried out in accordance with the Council's Statement of Community Involvement, and I am satisfied that people could engage in the process and submit comments.
20. The Council carried out a SA of the DPD, prepared a report of the findings of the appraisal, and published the report along with the plan and other submission documents under regulation 19. The appraisal was updated to assess the main modifications.

³ Core Document CDNS06

⁴ Matter 1 Post Hearing Note NYCD02

21. The SA⁵ of the submitted Plan tested three concept options for the new settlement area showing where housing, employment, facilities and open space would be laid out within it. These included one with future development being focussed around a defined local centre (Option 1), another with all of the development being north of the railway line (Option 2) and a third with the focal point for future development being Cattal railway station (Option 3).
22. As the broad quantum of development had already been established in principle by Policy DM4 of the HDLP, the SA found that in terms of housing, health, wellbeing, climate change, landscape, soil, water and flood risk, each of the concept options was predicted to have a similar effect with the main differences between them being in relation to air quality, biodiversity, heritage and transport.
23. In terms of air quality, Option 1 was assessed as being marginally less sustainable than the other two options due to the potential re-routing of the A59 road. In terms of biodiversity, the potential for significant negative effects was considered to be higher for Option 3 in comparison to the other two options given its closer proximity to Aubert Ings SSSI. As for heritage and transport, the SA found that Option 3 would be least intrusive in terms of the character of existing settlements, less likely to lead to coalescence and increase the likelihood of rail travel thereby providing more certainty for growth around the train station. Option 3 was chosen as the Council's preferred approach due to several factors including: more sustainable travel opportunities being provided by focusing growth around the train station as opposed to re-routing a major road (A59); the concentration of facilities around the station acting as a community hub; the minimisation of impacts on nearby villages, heritage assets and the landscape; and a land promoter being in place to support and progress delivery of such an option.
24. Since the assessment of these concept options in the SA, it has come to light that a large portion of land within the plan area is no longer available for development, a matter which I will address later in this report. Even so, this does not mean that the conclusions reached by the SA are not valid or that the Council was wrong to choose Option 3 as their preferred approach as this was done based on the evidence available at that time. Furthermore, a modification to the settlement boundary to address the unavailability of this land has been subject to an additional SA assessment alongside the other proposed main modifications which have undergone public consultation.
25. This additional SA assessment⁶ concluded that the proposed modifications would change the overall conclusion in relation to SA objective 5 (Protect, enhance and manage the character, function and enjoyment of the historic environment) with there being likely minor negative effects on heritage assets

⁵ Core Document CDNS02

⁶ SA Main Modifications January 2025

rather than potential minor effects. That said, in reaching this revised conclusion it was noted that detailed policies within the DPD aim to conserve and enhance heritage assets, ensuring that the design of development minimises impact to their setting and significance. It was also noted that whilst the proposed modifications decrease the area designated as Strategic Green Gap, this does not lead to full coalescence or significant negative impacts on the Kirk Hammerton or Green Hammerton Conservation Areas. The assessment also concluded that the proposed modifications do not change the previous SA's conclusions in relation to any of the other original SA objectives.

26. Consequently, I find that in overall terms the SA demonstrates that the Council has identified, described, and evaluated the likely significant effects on the environment of implementing the DPD and considered reasonable alternatives taking into account its objectives and geographical scope. Whilst the conclusions and relationship to other parts of the evidence-base could have been clearer, the Council has nonetheless carried out an adequate SA of the Plan and reasonable alternatives have been considered to a sufficient degree.
27. The Habitats Regulations Appropriate Assessment, Test of Likely Significant Effects Report April 2022⁷ sets out why an appropriate assessment (AA) is not necessary and concludes with a high degree of confidence that there will not be a likely significant effect from the new settlement on any European sites, either alone or in combination with other projects and plans. The further HRA of the main modifications⁸ did not alter this conclusion. I therefore conclude that, the policies in the DPD will not have a significant adverse impact on the integrity of relevant European sites.
28. The DPD is also in general conformity with the adopted Harrogate District Local Plan 2014-2035 and there are no policies within the DPD that are intended to supersede any of those contained within the Local Plan. I am therefore satisfied that the Development Plan, taken as a whole, includes policies to address the strategic priorities for the development and use of land in the local planning authority's area (i.e. in the former Harrogate District).
29. A New Settlement Climate Change Strategy⁹ has informed the DPD's preparation with the aim of maximising opportunities that the new settlement would provide to create a low carbon climate resilient community. The DPD also contains several policies focussing on the mitigation of and adaptation to climate change. I am therefore also satisfied that the DPD, taken as a whole, includes policies designed to secure that the development and use of land in the area contribute to the mitigation of, and adaptation to, climate change.

⁷ Core Document CDNS03

⁸ HRA Main Modifications January 2025

⁹ Supporting Document SDNS08

30. Consequently, I conclude that the DPD complies with all other relevant legal requirements, including in the 2004 Act (as amended) and the 2012 Regulations.

Assessment of Soundness

Main Issues

31. Taking account of all the representations, the written evidence and the discussions that took place at the examination hearings, I have identified eight main issues upon which the soundness of this plan depends. This report deals with these main issues. It does not respond to every point or issue raised by representors. Nor does it refer to every policy or policy criterion in the DPD.

Issue 1 – Whether the scope and purpose of the DPD, and its vision and objectives are positively prepared, effective and consistent with national planning policy

32. The DPD sets out non-strategic policies relevant to the delivery of the new settlement within the broad area for growth identified and established by Policy DM4 of the adopted HDLP. It also contains a set of objectives which together with the policies aim to achieve the broad vision for the new settlement which is also set out within the DPD. In doing so the DPD has been positively prepared.
33. As submitted, amongst other things the vision aims to ensure that Maltkiln is a garden village with a distinct identity where people want to live, work and spend time. It also aims for the heart of the community to be an easily accessible, vibrant new local centre that provides convenient rail access, employment opportunities and facilities and services. Another aim is that the new settlement will be a desirable place to live with characterful mixed neighbourhoods, sustainable transport options and attractive and accessible green spaces. A further aim is for the settlement to be sustainable and designed to cope with the impacts of climate change.
34. The stated objectives are varied and range from promoting high quality and locally distinctive design to providing long term community involvement opportunities in guiding placemaking and the future stewardship of the new settlement. However, as submitted the objective relating to sustainable travel is not effective as it does not include micromobility¹⁰ as a form of sustainable transport. This is rectified by **MM1** which also ensures consistency with plan policies that refer to micromobility such as policies NS3 and NS5.

¹⁰ The use of a range of small, lightweight vehicles or devices that are generally electric or human powered and driven by users personally, usually over short distances within urban environments.

35. The plan area contains and is close to several heritage assets of historic significance. Such assets are protected by national planning policy with the aim of conserving and enhancing the historic environment. **MM2** adds a new objective to the DPD to ensure that it is consistent with national planning policy in this regard.
36. Chapter 3 of the submitted version of the DPD is titled 'Site Context'. However, it also contains the Policies Map at Map 1 (as modified). In the interest of clarity and effectiveness **MM3** adds reference to the Policies Map to the chapter title.

New appendix – Glossary of terms

37. In the interest of clarity and effectiveness **MM134** inserts a glossary of terms as a new appendix to the DPD.

Conclusion

38. I therefore conclude, subject to the MMs identified, that the scope and purpose of the DPD, and its vision and objectives are positively prepared, effective, and consistent with national planning policy.

Issue 2 – Whether the DPD policies relating to the Development Framework are justified, positively prepared and effective

Policy NS1: Development Framework

39. Policy NS1 outlines the minimum principles and requirements for the new settlement stating that amongst other things it must provide at least 3,000 dwellings and 5 hectares of employment land. The DPD states that the aim of this policy is to create a mixed-use settlement with people having access to homes, employment, services, facilities, public transport and open spaces.
40. As submitted Policy NS1 is entitled 'Policy NS1: Development Framework'. However, this is not effective as it does not reflect what the policy does i.e. that it allocates the new settlement. **MM4** is therefore needed for effectiveness. **MM4** clarifies that the new settlement is a strategic allocation for mixed use development and that a detailed masterplan is required in accordance with policy NS3. Likewise, **MM5**, clarifies that Policy DM4 of the HDLP outlines the principles and requirements for the design of the new settlement, that it allocates the site, and that further detail is set out in Policy NS3 as well as other policies and supporting text. This change ensures the effectiveness of the policy.

41. **MM6** and **MM7** perform a similar function in relation to improving the lucidity of the supporting text by making it clear that the settlement boundary forms the development limit of the new settlement and that the two required primary schools should have nursery provision. These modifications also clarify that the Development Framework is indicative and that the safeguarding of land for education is not specifically tied to any one school. These changes ensure that the supporting text is effective.

Settlement Boundary

42. In January 2023 the owner of a large portion of land within the proposed new settlement boundary informed the Council that their land was no longer available. The unavailable land comprises approximately 42% of the developable area of the proposed allocation¹¹ which is a sizeable proportion. As a result, in December 2023, the Council resolved in principle to use its Compulsory Purchase Powers to secure the unavailable land if this was deemed necessary to deliver the new settlement¹².
43. This possible use of compulsory purchase powers means that at some point in the future this land has the potential to become available for development i.e. that it would be developable. Consequently, I consider that this unavailable land is a valid part of the overall allocation and as such its inclusion within the new settlement remains justified. That said, as originally envisaged this unavailable land was needed for the early phases of the new settlement's development. The clear implication from this is that for the new settlement to be delivered, other parcels of land under different ownerships would need to be developed first instead.
44. According to the evidence¹³, one of the other developers (Caddick Developments Ltd) have control of around 86% of the other remaining parcels of land within the allocation area that would be needed to deliver the new settlement. One of these parcels of land comprises the existing Johnsons nursery site and the owners have confirmed that this land could come forward in the first development phases of the new settlement. Moreover, Policy DM4 of the HDLP states that the DPD will address several principles and requirements in the design, development and delivery of the new settlement. One of these principles/requirements is '*the relocation of the existing horticultural nursery as appropriate*'. This means that the principle of the nursery being relocated to facilitate the delivery of the new settlement has been established and that this is a clear requirement of Policy DM4.

¹¹ Matter 1 Hearing Statement of Mr B Dent

¹² Submission Document SDNS11

¹³ Matter 2 hearing statement submitted by Caddick Developments Ltd.

45. For this to happen, the existing Johnsons nursery business would need to relocate from its current site to a new one that would be located outside the new settlement plan area. According to the Matter 2 hearing statement submitted by Caddick Developments Ltd (Caddick), the nursery would also need to be relocated by February 2026 due to a land acquisition agreement which includes a stipulation that it should be completed by that date. The move is also due to operational business reasons i.e. being able to find a site like the one subject to the land acquisition agreement to meet their '*specific operational requirements*' (see paragraph 2.23 of the hearing statement).
46. An outline planning application was submitted for the allocation area in 2019 (Ref. 19/00017/EIAMAJ)¹⁴. This application was updated in July 2024 to reflect the emerging DPD. At that time revisions were also made to the proposed scheme, such as changes to the application site boundary which have been reflected in the alternative development option subsequently agreed by the Council and other landowners¹⁵. An updated phasing plan¹⁶ was also submitted at this time. The delivery of the nursery site and other parcels of land in the early phases of the new settlement's development has been confirmed by the updated application phasing plan which shows that the unavailable land would not be developed until phases 9 to 12 with the Johnsons nursery site coming forward in phase 1. The updated phasing plan also shows that phases 1 to 7 can be delivered prior to the need for compulsory purchase of the unavailable land. In principle therefore, the information available demonstrates how the DPD could be modified to enable development to begin and deliver a substantial proportion of the new settlement on land which is currently available.
47. However, the relocation of the nursery and the redevelopment of the nursery site requires different access arrangements to that originally set out in the DPD and the previous phasing plan for the submitted application. The proposed new access would be via the B6265 which, according to the illustrative map¹⁷, would cut across the proposed Strategic Green Gap (Policy NS2) and intersect with the proposed Green Loop. The updated parameter plan¹⁸ submitted with the revised planning application shows that this new access would also link with the A59 via a roundabout thereby facilitating access to the nursery site.
48. The submitted technical note on highways access¹⁹ also shows that several improvements to the local highways network would result from the alternative development option including addressing highway safety concerns at the junction of the A59 and B6265 and at the Gilsforth Hill/Station Road junction and providing a circulatory route within the new settlement. I am therefore satisfied that the proposed alternative development option would not

¹⁴ Examination Document DF01a

¹⁵ Examination Document NYCD04

¹⁶ Matter 2 hearing statement submitted by Caddick Developments Ltd. – Appendix E

¹⁷ Examination Document NYCD04

¹⁸ Matter 2 hearing statement submitted by Caddick Developments Ltd. – Appendix D

¹⁹ Matter 2 hearing statement submitted by Caddick Developments Ltd. – Appendix G

compromise highway safety or the integrity of the local or strategic highway network.

49. This alternative development option also means mean that the settlement boundary would need to be realigned. As set out in the Strategic Green Gap Background Paper (SDNS06) the purpose of the Strategic Green Gap is to maintain a separation between the new settlement and existing nearby villages thereby protecting the rural setting of Kirk Hammerton, Green Hammerton and their respective Conservation Areas. The submitted Strategic Gap heritage technical note²⁰ analyses the impact that such an alternative development option would potentially have on the strategic green gap and its objectives. It states that such an option has been tested through the Landscape and Visual Impact Assessment (LVIA) process associated with the revised application and concludes that this has shown there would be no significant adverse landscape or visual effects because of a change to the eastern settlement edge to Maltkiln. As a result, and based on the evidence provided I find no reasons to disagree. I am therefore satisfied that the proposed alternative development option would not compromise the integrity of the Strategic Green Gap.
50. As set out above, this alternative development option has been proposed by the other landowners which would incorporate the necessary re-location of an existing plant nursery business (Johnsons) and the development of this land first with the unavailable land being developed during a later phase. A Statement of Common Ground (SoCG) has also been agreed with the Council to that effect as shown by Examination Document NYCD04. To facilitate this alternative development option, changes need to be made to the figure titled 'Land Use Framework' on page 12 of the submitted DPD i.e. the Development Framework. These changes include the insertion of the new link road facilitating access to the developable area of the allocation that would be closer to the existing Johnsons Nursery site and changes to the settlement boundary.
51. As highlighted previously in this report, the currently unavailable land comprises about 42% of the developable area of the allocation with the Johnsons nursery site consisting of around 14%²¹. Clearly, the development of the nursery site alone would not make up for the loss of the unavailable land in its entirety. However, circumstances can and do change. Modifying the plan as set out would enable development to commence across a significant part of what is a large, strategic allocation that is expected to come forward over several years.
52. Consequently, in the context of the above, it would be rational to conclude that the currently unavailable land would not likely remain so indefinitely meaning that it would have a reasonable prospect of being developed during the later phases of the new settlement. As a result, I consider that there is a reasonable prospect that the unavailable land would be developed at some point, and that

²⁰ Matter 2 hearing statement submitted by Caddick Developments Ltd. – Appendix H

²¹ Examination Document NYCD07

the whole allocation will come forward. As part of this a new phasing plan will likely be needed which would no doubt form part of the masterplanning process.

53. These matters were also discussed at length in the Matter 2 hearing session. Therefore, based on the information submitted, evidence, the written representations and discussions to date, I conclude that, in principle, the land ownership issue can be rectified by making changes to facilitate the proposed alternative development option outlined above.
54. In summary therefore, as submitted the DPD is unsound due to the unavailability of a large portion of land within the new settlement boundary. The DPD is not justified or effective. However, this is rectified by **MM4** which amends the Development Framework and boundary of the developable area to facilitate the early delivery of the remaining land parcels. As a strategic new settlement that will take several years to build-out, the MMs will enable delivery, with a reasonable prospect that the outstanding land parcels will come forward at a later point in time. Subject to the recommended MMs, I consider that the DPD is justified, developable and sound.
55. My initial findings letter²² contained typographical errors namely the reference to Policy SG2 in paragraph 5 should have referred to Policy NS2 and the reference in paragraph 8 to the planning application being revised to reflect the suggested modifications should obviously have been the other way round i.e. that the suggested modifications reflected the updated and revised planning application. In any event these minor errors do not alter my initial findings on these matters or my final findings on these matters as set out in this Report.

Policy NS2: Strategic Green Gap

56. As highlighted above Policy NS2 designates an area of land to the east of the new settlement where development will be prohibited if it harms the open character of the landscape. This strategic green gap is required to protect the distinctive rural character of existing villages, preventing harm to local Conservation Areas, preventing coalescence between the new settlement and nearby villages, and contribute to the achievement of the vision for Maltkiln.
57. As submitted the policy is not effective as the wording is vague and unclear in stating any provision or improvements to public rights of way would be 'supported in this area'. **MM8** is needed as it clarifies that any new or improved public rights of way will only be provided if necessary. This removes any uncertainty and ensures that the policy is effective. **MM4** also proposes a change to the boundary and extent of the Strategic Green Gap. As discussed above this change is needed for effectiveness and it is justified as there would

²² Examination Document ID05

be no adverse impact to the Strategic Green Gap or the objectives set by Policy NS2.

Policy NS3: Master-Planning Design Principles

58. Policy NS3 requires the production of a detailed masterplan for the new settlement and sets out design principles that it should accord with. The policy also states that the masterplan should be informed by the indicative Development Framework outlined by Policy NS1.
59. Other policies in the DPD such as Policy NS5 have requirements aimed at achieving the delivery of net zero carbon in the new settlement by 2038 in accordance with the Council's Climate Change Strategy for the area²³. As submitted Policy NS3 is ineffective as it is not clear enough how the master planning process would ensure an approach to supporting the achievement of the net zero aim that would be consistent with other related policy requirements in the DPD. **MM9** rectifies this by making it explicitly clear that Policy NS3 requires that the masterplanning reflects any relevant detailed strategies and assessments as required by other policies in the DPD. **MM9** also makes the Policy effective in this way by adding a specific reference to the 'last mile' delivery strategy required by Policy NS5 (as modified).
60. **MM9** also ensures that Policy NS3 is positively prepared by requiring the masterplan to be allocation-wide and collaboratively produced by developers/landowners in partnership with the Council, the local community and other stakeholders. In addition, for effectiveness, other changes made by **MM9** improve the clarity of the policy by stating that the Development Framework it should accord with is indicative, that biodiversity net gain should be provided, and that tree-lined streets should be provided in residential areas where appropriate.
61. For effectiveness **MM9** also makes sure that the key design principles for the masterplan clearly cross refer to other policies in the DPD where relevant such as inserting a reference to Policy NS11 when dealing with flooding as it mentions green/blue infrastructure. The modification also clarifies that a drainage strategy will be required and inserts a reference to sustainable drainage systems thereby ensuring its effectiveness in this regard.
62. **MM9** also ensures the effectiveness of Policy NS3 by inserting explicit design principles for: the provision of a clear design vision for the new settlement with the aim of creating high quality and sustainable places and buildings; the provision of a network of connected walking/cycling routes; and ensuring that the layout and design of the new settlement responds to, protects and enhances

²³ Supporting Document SDNS08

the historic and natural environment. **MM9** also ensures that Policy NS3 is consistent with national planning policy in this regard and by inserting a specific requirement for the masterplan to be informed by a Health Impact Assessment.

63. As submitted Policy NS3 required development that delivers 15-minute walkable neighbourhoods. However, this is neither justified nor effective as it would not provide sufficient flexibility and not accord with Policy NS5 (as modified). This is rectified by **MM9**.
64. For effectiveness, **MM10** changes the supporting text of Policy NS3 to make it clear that the masterplanning approach is positively prepared in that it aims to facilitate the creation of a healthy, thriving, resilient and cohesive community in the new settlement. Similarly, **MM10** also ensures effectiveness by making it clear that this approach also includes the provision of a network of connected walking and cycling routes involving land outside the boundary of the new settlement with options for an appropriate delivery mechanism for this being explored within a partnership of relevant stakeholders.
65. **MM11** introduces new supporting text that clarifies the weight that will be given to the masterplan in relation to the development management decision-making process. This is necessary for effectiveness as it provides certainty for residents, developers and other stakeholders involved in the planning application process for the future delivery of the new settlement.

Conclusion

66. I therefore conclude, subject to the MMs identified, the DPD policies relating to the Development Framework are justified, positively prepared and effective.

Issue 3 – Whether the DPD policies relating to Energy, Climate Change and Flooding are justified, positively prepared, effective, and consistent with national planning policy

Policy NS4

67. Policy NS4 requires development proposals within the allocation to demonstrate how the new settlement supports the delivery of net zero carbon by 2038 through the preparation of detailed strategies in accordance with other climate change policies within the DPD. It is also a requirement that this achievement of net zero carbon will be done throughout all development phases of the new settlement. The policy also states that the net zero ambition includes targeting operational emissions from buildings, transport, infrastructure and business uses as well as embodied emissions throughout their life-cycle.

68. The 2038 target date is derived from the Council's Carbon Reduction Strategy as set out in the Council's New Settlement Climate Change Strategy²⁴ (Climate Change Strategy). The Climate Change Strategy defines net zero as Harrogate Borough Council 'becoming carbon neutral in its own operations and promoting and supporting activity to help the district as a whole to be carbon neutral by 2038'. The strategy also explains that the 2038 date was informed by work done by the Tyndall Centre for Climate Change Research which concluded that the Leeds City region should reach zero or near zero carbon by no later than that year.
69. As set out in the Council's Matter 9 hearing statement, the costs of net zero development would add about 8% to baseline construction costs which is not much more than the Future Homes Standard option 1 that would add around 6%. Furthermore, as the Viability Assessment (Supporting Document SDNS04) points out, Policy NS4 does not require all new development to be zero carbon from the outset but instead seeks the delivery of net zero carbon development across all phases of the new settlement by 2038. As a result, I consider that the overall aim of Policy NS4 and the 2038 target are justified.
70. The Climate Change Strategy focusses on four interrelated climate change themes: net zero carbon and active travel; net zero carbon energy supply and use; flexible living and working; and climate resilience. These themes are set as priorities in the strategy. The strategy also focusses on topics that will not be addressed through regulatory regimes such as the Future Homes Standard. Instead, it seeks to secure reductions in embodied carbon, measures to reduce carbon in the wider community and the provision of infrastructure required to create zero carbon places. It also identifies potential mechanisms for the delivery of the strategic climate change priorities and links to future stewardship.
71. An associated evidence base was compiled which formed the basis for the strategy which included regional, local and other data from the Department of Transport, National Grid future energy scenarios, and the UK Government Climate Change Risk Assessment 2022, amongst other things. This work led to the formulation of draft planning policies to deliver the four identified priorities and these initial draft policies have since formed the basis for the climate change policies within the DPD. The Strategy and its draft planning policies are quite ambitious, seeking opportunities to overcome the transformational societal challenges associated with climate change by delivering the identified priorities. Likewise, the climate change policies set out in the DPD are similarly ambitious. In this context the overall collective aim of these policies is justified, positively prepared and sound.
72. As submitted Policy NS4 stipulates that proposals 'should' demonstrate how Maltkiln supports the delivery of net zero carbon by 2038. However, this is not

²⁴ Supporting Document SDNS08

effective as it is ambiguous. This is rectified by **MM12** which clarifies that proposals are required to demonstrate how the new settlement supports this net zero carbon delivery. In addition, the costs of delivering net zero carbon were considered and tested as part of the Viability Assessment supporting the DPD²⁵.

Policy NS5

73. Policy NS5 aims to achieve the delivery of one of the priorities set out by the Climate Change Strategy, namely net zero carbon movement and active travel. To do this, as submitted, the policy stipulates that development proposals 'should' be accompanied by a settlement-wide net zero carbon movement strategy demonstrating how the new settlement will include all transport measures necessary to achieve the priority and that net zero carbon movement is enabled from first occupation.
74. This type of strategy would likely set out measures such as ensuring more journeys are made via active modes of transport like walking or cycling and via sustainable public transport, for instance by ensuring adequate opportunities to use zero emission electric buses for example. Such measures would be feasible and consistent with other policies in the DPD. However, as submitted the wording of the Policy NS5 is ineffective as it is vague and ambiguous in its intent. **MM13** therefore makes a necessary change to remedy this lack of effectiveness by clarifying that the net zero carbon movement strategy is a definitive policy requirement.
75. Policy NS5 goes on to list components which will be included within a net zero carbon movement strategy. This list is not exhaustive. As submitted, the second stipulated component requires site-wide infrastructure that recognises and supports the changing scope of mobility and demonstrates a connected 15-minute place. However, it is not clear exactly what this means so it is ineffective. **MM14** remedies this by clarifying that it relates to a walkable and connected 20-minute neighbourhood rather than places connected in 15-minutes without walking. This change also increases the flexibility of the requirement making it effective in this regard also. This is in line with the access and movement framework²⁶ which highlights the importance for developments to be easily and safely accessible by active travel modes to promote the principles of a 20-minute neighbourhood as set out in the Department for Transport's Decarbonisation of Transport Plan. There are consequential changes to the supporting text which are also needed for effectiveness. These are made by **MM20**.
76. Another stipulated component required by Policy NS5 is for settlement-wide and subsidiary travel plans tailored to different character areas and responding to

²⁵ Supporting document SDNS04

²⁶ Supporting Document SDNS07

the needs of different demographic groups while demonstrating how the use of non-car infrastructure will be supported. As submitted the wording is ineffective as it is not clear why these travel plans are required. **MM15** provides clarity and makes the policy effective by explicitly stating that the travel plans are needed to meet sustainable travel targets. **MM15** also removes elements of the requirement for the travel plans to respond to the needs of different demographic groups and for them to be reviewed and updated at least every five years in perpetuity. These changes ensure that the policy is justified and effective by making the policy more flexible in its application. For effectiveness, consequential changes to the supporting text are made by **MM21**.

77. The submitted version of Policy NS5 also contains a component which requires the provision of a car parking ratio of one space per home or less, unless a clear car parking reduction strategy (including timescales) showing how the target will be met if it is not achievable on first occupation can be demonstrated. It also states that any such strategy could include higher levels of parking provision in early phases of the development which should be unallocated spaces that could be repurposed for other uses over time. This would be based on monitoring and review at least every five years in perpetuity.
78. However, this approach is too rigid and inflexible in relation to the provision of lower levels of car parking in the early phases of the new settlement's development should this be necessary. **MM16** allows for a greater degree of flexibility in this regard by allowing the provision of fewer spaces than the Highway Authority standard provided it can be demonstrated that fewer spaces would be sufficient at that time. **MM16** also changes the component so that it requires the provision of a residential parking strategy which seeks to achieve the ambition of a settlement where residential parking needs can be met by a car parking ration of one space per home (or less) rather than it being a definitive requirement. This is a more flexible approach which ensures the policy's effectiveness whilst allowing the achievement of the priorities and ambitions set out in the Climate Change Strategy. Consequential changes to the supporting text that add further detail in how the policy should be applied are made by **MM22** for effectiveness.
79. As submitted Policy NS5 stipulates that all homes 'should' include minimum 7kW smart electric vehicle charging on plot or within parking areas. However, this is ineffective as it is vague. This is rectified by **MM17** which makes it clear that this is a definitive policy requirement.
80. Another component requirement of the policy relates to last-mile deliveries within the settlement and links to the associated design principle set out in Policy NS3. As submitted this requirement referred to a distribution hub only but this is ineffective as it does not allow any flexibility for other potential options or solutions to managing last-mile deliveries in the settlement. This is rectified by **MM18** which stipulates that a distribution hub is but one potential use of land

that could form part of the 'last-mile' strategy as part of the masterplanning process. Consequential changes are also made to the supporting text by **MM23** which also ensure the effectiveness of the policy.

81. Another paragraph of the policy stipulates that the required net zero carbon movement strategy 'should' inform masterplan considerations of landuses, densities and connectivity. However, this wording is ambiguous and ineffective. **MM19** corrects this by clarifying that the provision of such a strategy is a definitive requirement. **MM19** also inserts a clear and explicit reference to the net zero carbon movement strategy and any of its component strategies into the following paragraph. It also clarifies that planning conditions and/or section 106 agreements will be used for the provision of infrastructure and services and a reference to the strategy being required to operate effectively. These changes ensure that the policy is effective.

Policy NS6

82. Policy NS6 aims to make the new settlement a smart one by ensuring that the necessary infrastructure to support a high-capacity telecommunications and internet connectivity network is delivered. As submitted the policy requires proposals to demonstrate how very high-capacity broadband systems and site wide 5G telecommunications connectivity will be made available from first occupation. This approach is not justified or effective as the provision of such infrastructure would be via third-party operators which would be outside of an applicant's control. It would also not be consistent with national policy, in particular paragraph 114 of the NPPF.
83. This is rectified by **MM24** which also adds greater flexibility to the policy in how the future upgrading of broadband infrastructure as well as the delivery of mobile telecommunication infrastructure would be facilitated. The change also makes the policy effective in that it cross refers to Policy TI5 thereby providing greater clarity to developers, local communities and other stakeholders. For effectiveness **MM25** makes consequential changes to the supporting text of Policy NS6 providing further detail on how applications for such proposals would be dealt with. **MM25** also ensures that this supporting text is consistent with national policy, particularly paragraph 114 of the NPPF. These changes also provide greater clarity thereby ensuring the effectiveness of the policy.

Policy NS7

84. As submitted, Policy NS7 stipulates that development proposals should be accompanied by a settlement-wide net zero carbon energy strategy which would achieve the overall aim set by Policy NS4 of proposals demonstrating how they would support attaining net zero carbon development in Maltkiln by 2038. However, this is not effective as it is not clear that this is a policy

requirement or that the strategy would take account of reasonable energy demand projections and demonstrate emissions reductions as per the 2038 target. This is remedied by **MM26** which changes the wording so that it explicitly states that such a strategy is a prerequisite of the policy.

85. Paragraph 155 of the NPPF states that to increase the use and supply of renewable and low carbon energy, plans should provide a positive strategy for energy from these sources that maximises the potential for suitable development. Policy NS7 is consistent with this requirement, but modifications are needed for effectiveness to make it clear that the Council encourages the production, storage, and use of renewable and/or other low carbon energy, (**MM27**). A reference to investigating waste heat from the Allerton Waste Recovery Park as an energy source is also added by **MM27** for clarity and effectiveness.
86. Other changes made by **MM27** include now explicitly stating that a greenhouse gas emissions reduction strategy is a definitive policy requirement and that it requires development to enable the integration of energy systems with telecommunications and electric vehicle infrastructure in accordance with Policy NS6. These changes provide certainty and clarity thereby ensuring the policy's effectiveness. Similarly, **MM27** also makes the policy more flexible and therefore effective by reducing the monitoring requirement from 30% of dwellings and other buildings to 10%.
87. The Plan is supported by the Climate Change Strategy which sets the context and background of climate change, identifies the need to reduce energy consumption and generate more renewable energy and test ways in which the priorities can be met by development plan policies. In summary, the evidence shows that greenhouse gas emissions from existing buildings in Harrogate need to reduce by around 86% to achieve a balanced pathway for carbon abatement to 2038. Because a DPD has a limited influence on retrofitting existing buildings, in order to reach both national and local targets for carbon reductions, significant reductions in the energy requirements of new buildings are needed now.
88. In this context, Policy NS7 asks applicants to consider delivering homes and buildings with carbon emission standards above the minimum standards expected to be required through Building Regulations at the time of construction. However, as submitted the policy is not effective as it is unclear whether the aim of applicants considering delivering homes and buildings in this way is a definitive policy requirement. **MM28** rectifies this and provides further clarity by specifying that the carbon emission standards relate to the built fabric thereby ensuring the effectiveness of the policy in this regard also.

89. Furthermore, the broad approach set out in the policy in relation to delivering homes and buildings with carbon emission standards above those expected to be required through building regulations (such as the Future Homes standard) is justified because the wording encourages applicants to do this rather than making it mandatory. As a result, it does not pre-empt or interfere with energy efficiency measures being implemented via Building Regulations, nor does it conflict with the Written Ministerial Statement²⁷. Moreover, the approach is justified by evidence such as the Climate Change Strategy with the costs of such approach also being tested through the Viability Assessment²⁸.
90. For clarity and effectiveness **MM29** inserts a new paragraph into the policy requiring development proposals to meet recognised sustainability standards for buildings as per Policy CC4 of the HDLP. **MM30, MM31, MM32, MM33, MM34, MM36, MM37, MM38, MM39, MM40** and **MM41** make consequential changes to the supporting text necessitated by the above modifications to the main policy text. These changes provide further detail on the policy's requirements and are also necessary for clarity and effectiveness.
91. **MM35** proposes a change to paragraph 5.50 of the DPD to introduce a new requirement for any proposed net zero carbon energy strategy which does not include built fabric standards better than the Future Homes and Future Buildings standards to provide a reasoned justification why it does not. However, this is neither justified nor effective because it would introduce a definitive policy requirement in the supporting text for something that is merely 'encouraged' by the policy rather than it being mandatory. Consequently, **MM35** is not recommended in the schedule appended to this Report.

Policy NS8

92. Paragraph 152 of the NPPF states that the planning system should support the transition to a low carbon future and support renewable and low carbon energy and associated infrastructure. Policy NS8 is consistent with this aim but changes are needed to make it clear that the provision of an embodied circular economy and life-cycle emission strategy is a definitive requirement. A change is also needed to clarify that such a strategy will include: the use of biobased construction materials where appropriate; an investigation of measures that would maximise their use; and include circular economy approaches based on a clear set of defined principles. These changes are made by **MM42** for effectiveness.
93. The Climate Change Strategy highlights that consideration should be given to the embodied carbon in building materials and to ensuring that buildings and infrastructure contribute to creating a circular economy by designing

²⁷ Planning - Local Energy Efficiency Standards Update December 2023

²⁸ Supporting Document SDNS04

components to be repaired and reused²⁹. The use of biobased construction materials is an effective way of decarbonising the building process by substituting them for more traditional carbon intensive construction materials. This reduces the embodied carbon within those building materials. **MM42** therefore helps to secure reductions in embodied emissions and the development of circular economies, while not requiring the use of these materials where it would be impractical. These changes also ensure the policy is justified.

94. For effectiveness, **MM43** makes consequential changes to the supporting text of Policy NS8 that provide further detail on its implementation. This change also highlights the further benefits of using locally sourced biobased construction materials, particularly in reducing any carbon emissions associated with the transportation of building materials.
95. Overall, the modifications to Policies NS7 and NS8 introduce more flexible requirements for development proposals to demonstrate how they have sought to maximise energy efficiency and minimise carbon emissions. Examples are included such as the use of high building fabric standards and measures to reduce overheating. This approach is appropriate and sound. It is consistent with national planning policy, which through paragraphs 152, 154 and 157 of the NPPF states that the planning system should support the transition to a low carbon future in a changing climate and that new development should be planned for in ways that help reduce greenhouse gas emissions and minimise energy consumption.

Policy NS9

96. As submitted Policy NS9 requires all new homes to meet the Nationally Described Space Standards as a minimum. However, this is already a requirement stipulated by Policy HS5 of the adopted HDLP. As such this requirement is unnecessary and is deleted by **MM44** for effectiveness.
97. The policy also states that proposals should be accompanied by a settlement-wide strategy demonstrating how flexible working will be enabled. This is consistent with the aim of paragraph 82 of the NPPF that planning policies should allow for new and flexible working practices. However, as submitted the policy wording is not effective as it does not make it clear that this is a specific policy requirement. **MM44** rectifies this by explicitly stating that such a strategy is required. **MM44** also clarifies that this strategy relates to inclusive living and flexible working and also cross-references the DPD's housing policies.

²⁹ Supporting Document SDNS08 Page 19

98. **MM44** also makes it clear that the demonstration by applicants of how the flexible co-working spaces, retail, services and community facilities will be secured from first occupation; how demand will be monitored; how space will be used flexibly and be reallocated to other non-residential uses, if necessary; long-term stewardship measures; and how proposals contribute to delivery of the strategy are definitive policy requirements. These changes also ensure that the policy is effective. Again, for effectiveness **MM45**, **MM46** and **MM48** make consequential changes to the supporting text necessitated by the above modifications to the main policy text.
99. **MM44** also proposes a change to the monitoring and review requirements of future demand for flexible co-working spaces and retail, services and community facilities in the local centre. It proposes that such demand should be reappraised 'periodically during the delivery of Maltkiln' rather than 'at least every five years' as per the submitted version of the policy. However, having considered the responses to the MM public consultation I consider that such a change would mean that the policy would lack clarity and not provide certainty to developers and other stakeholders making it ineffective. Consequently, these elements of **MM44** and **MM46** as well as the entirety of **MM47** are not recommended in the schedule appended to this Report.

Policy NS10

100. Paragraph 153 of the NPPF states that policies should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts. Policy NS10 is consistent with this aim but for effectiveness **MM49** is necessary to make it clear that the provision of a settlement-wide climate resilience strategy with proposals is a definitive policy requirement.
101. **MM50** is also needed to ensure consistency with national policy, particularly paragraph 131 of the NPPF that highlights the important contribution that trees can make to the character and quality of urban environments and how they can also help to mitigate and adapt to climate change. The change also ensures that Policy NS10 is consistent with national policy by reflecting the requirement set by paragraph 131 of the NPPF that planning policies should ensure that new streets are tree-lined. **MM50** also provides further detail and clarity in relation to water efficiency standards thereby ensuring the effectiveness of the policy.
102. For effectiveness **MM51** clarifies that the monitoring of a submitted climate resilience strategy is a definitive policy requirement. To ensure that the policy is effective, **MM52** and **MM53** make consequential changes to the supporting text necessitated by the above modifications.

Policy NS11

103. As submitted, Policy NS11 aims to ensure that people and property are resilient to the impacts of flooding and that development does not increase flood risk or reduce resilience to the impacts of flooding with the design of proposals being required to be based on a site-specific flood risk assessment. These aims are broadly consistent with paragraphs 159 and 160 of the NPPF. That said, changes are necessary to make the wording clearer and make it explicit that proposals should use reasonable opportunities to reduce the causes and impacts of flooding and that resilience to flooding impacts would be over the lifetime of any development. These changes ensure that the policy is effective and consistent with national planning policy and are made by **MM54** and **MM55**.
104. In the interests of effectiveness, and to ensure consistency with national planning policy, **MM56** inserts references to the design of proposals ensuring safe access and egress routes and making improvements to green/blue and other infrastructure to reduce the causes and impacts of flooding in the new settlement.
105. Again, for effectiveness and to ensure general conformity with the HDLP, **MM57** adds text to Policy NS11 requiring compliance with Policy CC1 (or successor policies), in relation to culverts and canalised watercourses. As such, this change is justified.
106. **MM58, MM59, MM60, MM61, MM62, MM63, MM64, MM65, MM66, MM67, MM68, MM69, MM70** and **MM71** make consequential changes to the supporting text and provide additional clarity and detail in relation to the implementation of the policy. These changes ensure that the policy is justified, effective and consistent with national planning policy.

Conclusion

107. I therefore conclude, subject to the MMs identified, that the DPD policies relating to Energy, Climate Change and Flooding are justified, positively prepared, effective, and consistent with national planning policy.

Issue 4 – Whether the DPD policies relating to the Natural and Historic Environment are justified, effective, and consistent with national planning policy

Policy NS12

108. Paragraph 92 of the NPPF states that planning policies should aim to achieve healthy, inclusive and safe places which enable and support healthy lifestyles

for example through the provision of safe and accessible green infrastructure. As submitted Policy NS12 is broadly consistent with national planning policy in this regard but it is ineffective as it is not clear that the production of a Green Blue Infrastructure (GBI) strategy to inform each stage of the new settlement's development is an explicit policy requirement. This is remedied by **MM72**.

109. For effectiveness, **MM73**, **MM74** and **MM75** clarify that such a GBI strategy should: respond to the existing natural and historic environment context of the site; provide attractive walking and cycling routes for a wide range of non-motorised users and connect with the rights of way network beyond the boundary of the settlement.
110. To ensure that the Policy NS12 is effective, **MM76**, **MM77**, **MM78**, **MM79**, **MM80** and **MM81** make changes to the supporting text which provide greater detail and clarity in how it will be implemented. One such change involves adding more information regarding the Water Framework Directive, defining what it is and how it relates to the Humber river basin district river management plan³⁰ and the River Nidd (**MM80**).

Policy NS15

111. Policy NS15 aims to protect the Aubert Ings SSSI with reference to additional recreational impacts. It requires alternative recreational open space to be provided to mitigate any such additional impacts. As submitted the policy stipulates that this alternative recreational open space should be provided in two specific areas i.e., Doodle Hills and Cattal Belt. However, this is not effective as it restricts the provision of such open space to these two areas meaning the policy lacks flexibility in this regard. The wording of the policy is also not effective as it is not clear that the provision of this recreational open space is a definitive policy requirement. **MM84** rectifies this by making it clear that the requirement is definitive and by removing reference to the two areas specified for the location of the alternative recreational open space provision.
112. **MM85** makes consequential changes to the supporting text reflecting the changes made by **MM84**. It also adds reference to Doodle Hills and Cattal Belt as potential locations for the provision of alternative recreational open space but states that while these destination points could be used, the provision is not restricted to those two locations alone. This adds flexibility to the implementation of the policy thereby ensuring its effectiveness.

³⁰ [Humber river basin district river management plan: updated 2022 - GOV.UK](#)

Policy NS16

113. Paragraph 195 of the NPPF states that when considering the impact of a proposal on a heritage asset any conflict between the proposal and the asset's conservation should be avoided or minimised. As submitted Policy NS16 is not entirely consistent with national planning policy in this regard. This is remedied by **MM86** which also adds an additional bullet point to the list of factors to be considered which provides additional clarity for effectiveness. **MM87** makes changes to the supporting text of the policy which ensure consistency with national planning policy and for effectiveness.

Policies NS17 and NS21

114. Policy NS17 relates specifically to the designated heritage asset of Cattal Bridge, a Scheduled Monument to the south of Cattal village. For effectiveness, **MM88** provides additional detail and clarity around the potential impacts posed by increased traffic on the structure and fabric of the bridge and includes a requirement to put in place an appropriate monitoring and reporting programme relating to the heritage asset's condition. Further detail on the policy's implementation is inserted into the supporting text by **MM89**, this provides further clarity in the interests of effectiveness by ensuring that the condition of the bridge and any traffic impact on it is fully assessed as well as any potential necessary mitigation measures are fully considered. **MM90** makes necessary changes to Policy NS21 for clarity and effectiveness.

Conclusion

115. I therefore conclude, subject to the MMs identified, that the DPD policies relating to the Natural and Historic Environment are justified, effective, and consistent with national planning policy.

Issue 5 – Whether the DPD policies relating to Housing, Mixed-Use Development and Employment are justified, effective, and consistent with national planning policy

Policies NS23, NS24, NS26 and NS27

116. Policy NS23 requires a percentage of affordable housing to be provided subject to viability and demonstration of need and requires that such dwellings should be accessible and adaptable homes. This is consistent with national planning policy, particularly paragraph 63 of the NPPF. The evidence for the need to provide affordable homes within the new settlement is set out within the Housing and Economic Development Needs Assessment (HEDNA) and this is

articulated in the supporting text to Policy NS23. Policy NS23 is therefore justified. **MM91** refers to the fact that the annual supply figure will be updated as per the latest annual monitoring data. This provides greater clarity and certainty for effectiveness.

117. As submitted paragraph 8.16 states that the anticipated delivery of affordable housing will be within a range between 20% and 40%. However, this range is not based on robust evidence and is therefore not justified. This percentage range is therefore deleted by **MM92**. **MM92** and **MM93** also change the supporting text of Policy NS23 to clarify that future levels of affordable housing provision may vary during the different delivery phases of the new settlement and that the required information can be found within Policy NS38. These changes are needed for effectiveness.
118. Policy NS24 aims to provide specialist housing for older people and/or people with support needs. This is consistent with national planning policy particularly paragraph 65 of the NPPF and the approach is justified by evidence within the HEDNA which shows that the district has a population that is older than the national average. In the interests of effectiveness, **MM94** and **MM95** ensure greater clarity within the supporting text of Policy NS24 by stating the link between this policy and the masterplanning principles set out in Policy NS3 and that its implementation will be informed by regular independent housing needs assessments carried out by the Council's Health and Adult Services department.
119. Policy NS26 aims to deliver a single local centre within the new settlement which will be the focal point for a broad range of uses, services and facilities to serve its community. This would be in line with the Development Framework outlined by Policy NS1. This is broadly consistent with policy 84 of the NPPF, however a change is required to ensure full consistency with national planning policy by making it clear that the services and facilities within the local centre would be accessible to all, including people with disabilities. This is achieved by **MM96**. For effectiveness **MM96** also makes it clear that the local centre and the services and facilities within it would be situated next to Cattal railway station and clarifies which services should be provided there. **MM97** adds further detail to the supporting text of the policy which outlines some of the employment and community uses that would be expected to be provided. This ensures that the policy is effective.
120. The provision of employment land within the new settlement is dealt with by Policy NS27 and the quantum is specified as 5 hectares in accordance with Policy DM4 of the HDLP. The policy specifies that this land should provide a range of employment opportunities with home and flexible working being supported. As submitted the policy stipulates that this employment land should also deliver suitable shared workspaces with all the necessary infrastructure to provide ultrafast fibre to the premises. This is ineffective as it is too prescriptive

and inflexible and in a similar fashion to changes to Policy NS6, **MM98** is needed to rectify this deficiency in soundness. For effectiveness, **MM99** improves the supporting text to Policy NS27 by making the wording more concise.

Conclusion

121. I therefore conclude, subject to the MMs identified, that the DPD policies relating to Housing, Mixed-Use Development and Employment are justified, effective, and consistent with national planning policy.

Issue 6 – Whether the DPD policies relating to Community Facilities are justified, effective, and consistent with national planning policy

Policy NS14

122. As submitted Policy NS14 is justified and consistent with national planning policy as it reflects the aim of paragraphs 92 and 93 of the NPPF to enable and support healthy lifestyles through the provision of recreational sports facilities and open space. **MM82** guarantees the effectiveness of the policy by ensuring its consistency with Policy NS10. **MM83** also ensures the effectiveness of the policy by highlighting in the supporting text that the design of any on-site open space provision will use the Provision of Open Space and Village Halls Supplementary Planning Document (or any subsequent document) as a starting point with the actual amount being established via a wider masterplanning process taking into account the latest guidance and best practice.

Policies NS28 and NS29

123. Policy NS28 relates to the provision of educational facilities for the new settlement and has several requirements including early years provision, primary schools and for financial contributions towards secondary school provision at the existing Boroughbridge High School. Evidence from the local education authority indicated that the new settlement is not likely to generate enough future demand for secondary school places to necessitate on-site provision. That said, a cautious approach has been taken by the DPD in that a portion of safeguarded land has been identified for this purpose should circumstances change in future as articulated by Policy NS28. This approach is justified and sound.

124. However, as submitted the policy is not effective as it does not include any appropriate and necessary nursery school provision for children under 5 years old. The wording is also not explicitly clear that the primary schools (including the nursery provision) should be provided on-site i.e. in an appropriate and suitable location within the new settlement. In addition, the wording around the

required secondary school provision is too prescriptive in relation to on-site provision on the safeguarded land. These deficiencies in effectiveness are rectified by **MM100**.

125. Policy NS28 lists several criteria that will be used to evaluate the future location and design of schools to be provided. These include criterion h) which relates to the siting of building entrances/frontages and criterion n) relating to site specific issues. For effectiveness, **MM101** and **MM102** make changes to these criteria by removing unnecessary duplication, inserting a reference to heritage in site specific issues and referencing inclusive accessibility in relation to building entrances/frontages. **MM103** inserts a new criterion that covers landscaping and boundary treatment. This ensures the effectiveness of the policy.
126. **MM104**, **MM105** and **MM106** amend the last three paragraphs of Policy NS28 to include reference to recommended minimum external area requirements for schools, the provision of serviced land and the removal of a reference to Community Use Agreements. These changes provide greater clarity and are necessary for effectiveness. In the interests of effectiveness similar changes are made to the supporting text of the policy which also provide greater clarity in relation to its implementation. This is achieved by **MM107**, **MM108** and **MM109**.
127. Policy NS29 relates to the provision of social and community facilities and is consistent with the aims of paragraphs 84 and 93 of the NPPF. Nevertheless, some changes are needed to make the policy effective as for example it refers to nursery provision which is already covered by Policy NS28 (as modified) and lacks any reference to engaging with relevant stakeholders. These changes are achieved by **MM110**.

Conclusion

128. I therefore conclude, subject to the MMs identified, that the DPD policies relating to Community Facilities are justified, effective, and consistent with national planning policy.

Issue 7 – Whether the DPD policies relating to Access, Travel and Transport are justified, effective, and consistent with national planning policy

129. **MM111** makes a change to the explanatory text of the DPD's Access and Movement chapter to ensure its effectiveness by inserting a reference to the Climate Change Strategy and the associated priorities set out in Policy NS5. It also inserts a reference to the delivery of Policy NS5 and inserts a crucial reference to the delivery of Policy DM4 of the HDLP which is one of the key reasons for the DPD's existence. The overall approach outlined here is therefore justified.

Policies NS30, NS31, NS32, NS33, NS34, NS35, NS36 and NS37

130. Policy NS30 aims to achieve the priorities set out in the Climate Change Strategy and Policy NS5 by encouraging sustainable travel both within the new settlement and between it and other neighbouring communities. This is broadly consistent with the aim set out in paragraph 106 of the NPPF. Even so, some changes are needed to make sure the policy is effective such as linking it with the net zero carbon movement strategy required by Policy NS5 and providing further detail in relation to subsidiary travel plans. These changes are achieved by **MM112** and **MM113**.
131. Other changes are made to the policy's supporting text which also reflect the linkages between it and Policy NS5 particularly in relation to subsidiary travel plans but that also make sure that the terminology is consistent with other policies (as modified). These changes are necessary for effectiveness and are made by **MM114**, **MM115**, **MM116** and **MM117**.
132. The Access and Movement Background Paper³¹ prepared in support of the DPD provides an analysis of active modes of transport within the new settlement boundary and states that the existing provision for walking and cycling within the area is limited. It also highlights that there is currently no formal cycling provision within the area. Policy NS31 aims to address this by ensuring that a safe, integrated and direct network of footpaths and cycleways is provided as the new settlement develops and it is therefore justified. The approach set out in the policy also aligns with paragraphs 92, 104 and 106 of the NPPF and it is therefore also consistent with national planning policy. That said, some changes are required to add more clarity in relation to micromobility being a priority and that the circular green loop would be 'multi-user'. These changes are needed for effectiveness, and are made by **MM118**, **MM119** and **MM120**.
133. Policy NS32 relates to the provision of safe and secure cycle parking as part of the development of the new settlement. As submitted the policy stated that the level of cycle parking should be provided at least to the minimum set standard. However, this is ineffective as it is too prescriptive and inflexible. Instead, **MM121** removes reference to providing at least the minimum expected standard. This modification also corrects the reference to table 7.1 which should be table 10.1.
134. **MM122** adds further clarity and detail to the supporting text making it clear that cycling is the preferred transport method for the new settlement and that the associated cycle parking will be provided even when the occupiers are unable or unwilling to cycle to future proof development in this regard bearing in mind the overall ambition of sustainability for the new settlement. **MM123** makes

³¹ Supporting Document SDNS07

changes to table 10.1 to reflect the changes to the main policy text. In the interests of effectiveness, **MM124** makes changes to Policy NS33 to clarify that inclusive accessibility should only be provided at the train station where it is practicable to do so with **MM125** amending the supporting text, again for effectiveness reasons.

135. **MM127**, **MM128** and **MM129** make necessary changes to policies NS35, NS36 and NS37 respectively to add clarity around the facilitation of access to the highway network and in relation to residential parking standards, particularly off-plot parking spaces. These changes ensure that the policies are effective. For effectiveness **MM126** and **MM130** make changes to the supporting text of policies NS34 and NS37 to provide greater clarity and detail regarding residential car parking.

Conclusion

136. I therefore conclude, subject to the MMs identified, that the DPD policies relating to Access, Travel and Transport are justified, effective, and consistent with national planning policy.

Issue 8 – Whether the Delivery and Monitoring Framework is justified, positively prepared, effective, and consistent with national planning policy

Delivery and Monitoring Framework and Policy NS38

137. As submitted, chapter 11 of the DPD entitled 'Delivery and Phasing' broadly outlines in two paragraphs why sufficient infrastructure should be provided for the development of the new settlement and that this will be done via an iterative process with information on how this would be done contained within a table (table 11.1). This table contains information such as the name of the infrastructure project, whether it is short, medium or long term, the delivery timing triggers for the project, which organisation would lead the project, delivery partners and stakeholders, the indicative cost, the delivery mechanism and source of funding. This approach however is ineffective as it does not take into account the fact that the nature, scale and need for such infrastructure projects could change over time thereby potentially rendering the table and the DPD out of date in the near future.
138. **MM131** rectifies this by removing table 11.1 from the DPD and placing it instead within the Infrastructure Delivery Plan referred to by Policy NS28. By doing so the change allows for greater flexibility in how and when any necessary, infrastructure for the new settlement will be delivered while at the same time

ensuring that the DPD itself is not overtaken by events. This change ensures effectiveness.

139. In addition, **MM132** introduces a new infrastructure delivery policy (Policy NS38) to the DPD which requires an allocation wide infrastructure delivery strategy, a phasing strategy and a financial appraisal to be submitted with all development proposals. This new policy is needed to provide a clear strategy and requirements relating to infrastructure delivery as the plan as submitted does not include this and it is therefore justified. Policy NS38 also stipulates that the infrastructure set out in the IDP is to be implemented before or alongside development in accordance with an approved phasing strategy. Another stipulation for planning applications covering either a phase or part of the allocation area is that they be accompanied by an application-specific masterplan and infrastructure delivery statement. These requirements ensure that the policy is effective.

140. Policy NS38 therefore provides clarity and certainty in relation to the provision of the infrastructure necessary to deliver the new settlement but does this in a way that is flexible enough to account for potential future changes to the scale, nature or type of such infrastructure requirements. At each stage there would be oversight by the local planning authority, for example by the phasing strategy, financial appraisal and/or site-specific masterplan and infrastructure delivery statement being scrutinised at different stages of the planning application process. Policy NS38 is therefore positively prepared.

141. The policy also ensures general conformity with the HDLP and its strategic infrastructure requirements such as those set by Policy TI4 as well as being aligned with the masterplanning process outlined by Policy NS3 of the DPD. Consequently, in the context of the above Policy NS38 is justified, effective and sound. It is also broadly consistent with national planning policy, particularly paragraphs 16, 20, 22 and 28 of the NPPF. **MM133** inserts supporting justification text to Policy NS38, and this change is necessary for similar reasons.

Conclusion

142. I therefore conclude, subject to the MMs identified, that the Delivery and Monitoring Framework is justified, positively prepared, effective, and consistent with national planning policy.

Overall Conclusion and Recommendation

143. The Plan has a number of deficiencies in respect of soundness for the reasons set out above, which mean that I recommend non-adoption of it as submitted, in accordance with Section 20(7A) of the 2004 Act. These deficiencies have been explained in the main issues set out above.

144. The Council has requested that I recommend MMs to make the Plan sound and capable of adoption. I conclude that the duty to cooperate has been met and that with the recommended main modifications set out in the Appendix the New Settlement (Maltkiln) Development Plan Document (DPD) satisfies the requirements referred to in Section 20(5)(a) of the 2004 Act and is sound.

Clive Coyne

INSPECTOR

This report is accompanied by an Appendix containing the Main Modifications.

Appendix - Schedule of Main Modifications

Ref	Page	Policy/ Paragraph	Main Modification
MM1	6	Objectives	Amend the Sustainable Travel objectives as follows: A network of safe and attractive walking and cycling routes <u>suitable for micro-mobility</u> .
MM2	6	Objectives	Add the following objective below Landscape and open space: <u>Historic environment</u> <u>Objective: To conserve and enhance the significance of heritage assets, including their setting, and respond positively to the historic landscape context of the area.</u> <u>Relevant policies: NS16, NS17, NS18, NS19, NS20, NS21</u>
MM3	10	Chapter 3: Site Context	Amend Chapter Title to: Site Context <u>and Policies Map</u> Policies Map to be replaced with Map Contained at Appendix 1
MM4	10	Policy NS1	Amend policy wording as follows: ~~Policy NS1: Development Framework~~ <u>Policy NS1: Maltkiln New Settlement Allocation</u> ~~The settlement boundary for Maltkiln is shown on the Policy Map (Figure 1).~~ <u>Maltkiln New Settlement, as shown on the policies map (Map 1), is a strategic allocation for mixed use development.</u> As a minimum, Maltkiln must provide: · at least 3000 dwellings · 5 hectares of employment land

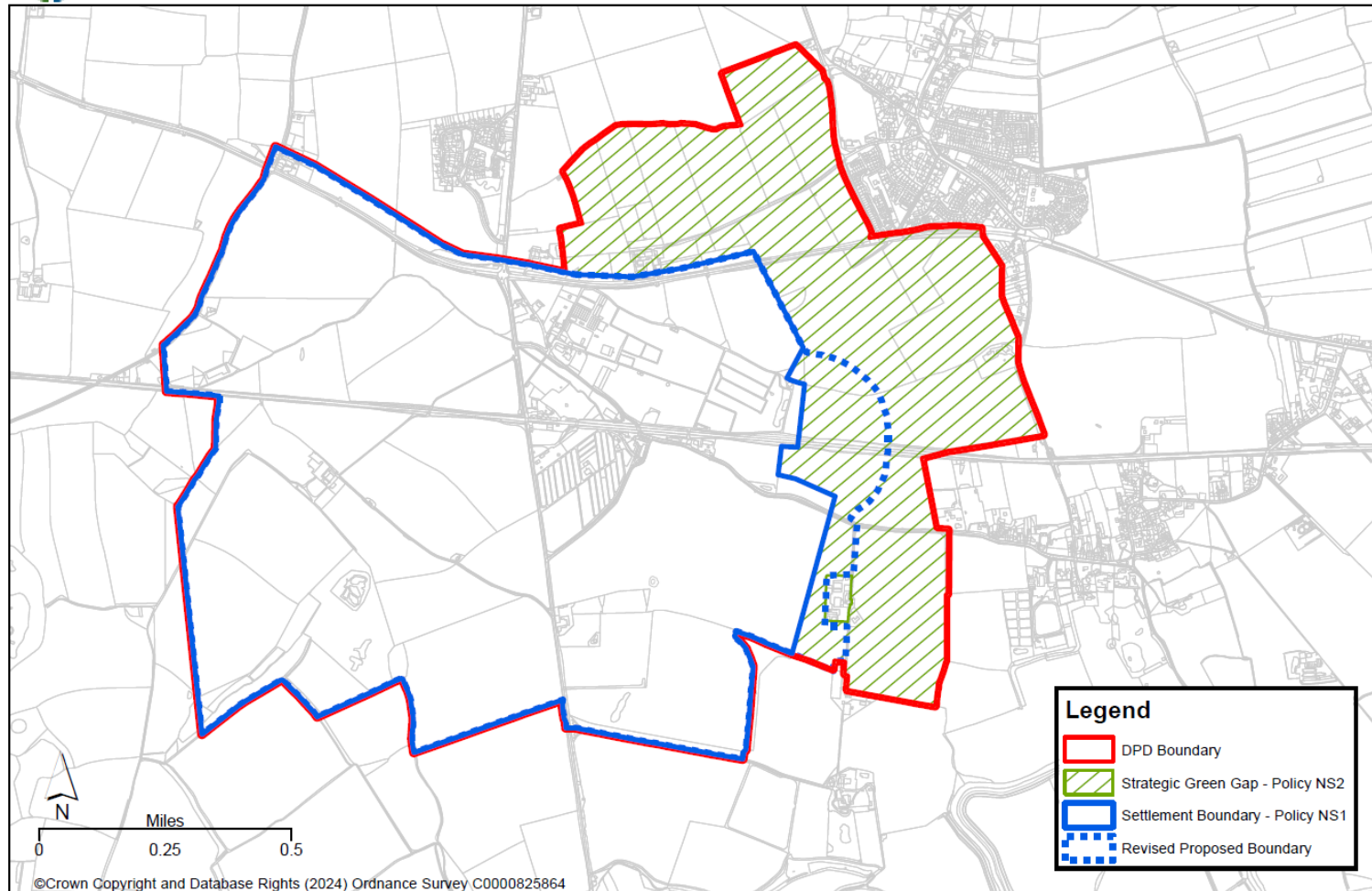
Ref	Page	Policy/ Paragraph	Main Modification
			· on site education, health, retail, community and other services and facilities and a local centre · sufficient open spaces and informal and formal recreational facilities · supporting transport infrastructure · appropriate public transport · a comprehensive network of walking and cycling routes <u>suitable for micro-mobility</u> · a connected network of green infrastructure · biodiversity enhancements and appropriate landscaping · appropriate measures to mitigate flood risk <u>The boundary of site Maltkiln New Settlement as shown on the policies map, will form the development limit for the new settlement.</u> <u>A detailed masterplan must shall be prepared for the whole allocated site in line with Policy NS3 and all applications must be consistent with this.</u> An indicative internal layout which includes the key land uses, land parcels and corridors <u>within Maltkiln</u> is shown on the Development Framework ~~(Figure 2)~~ <u>(Map 2)</u>.

Map 1 – Proposed Maltkiln Policy Map

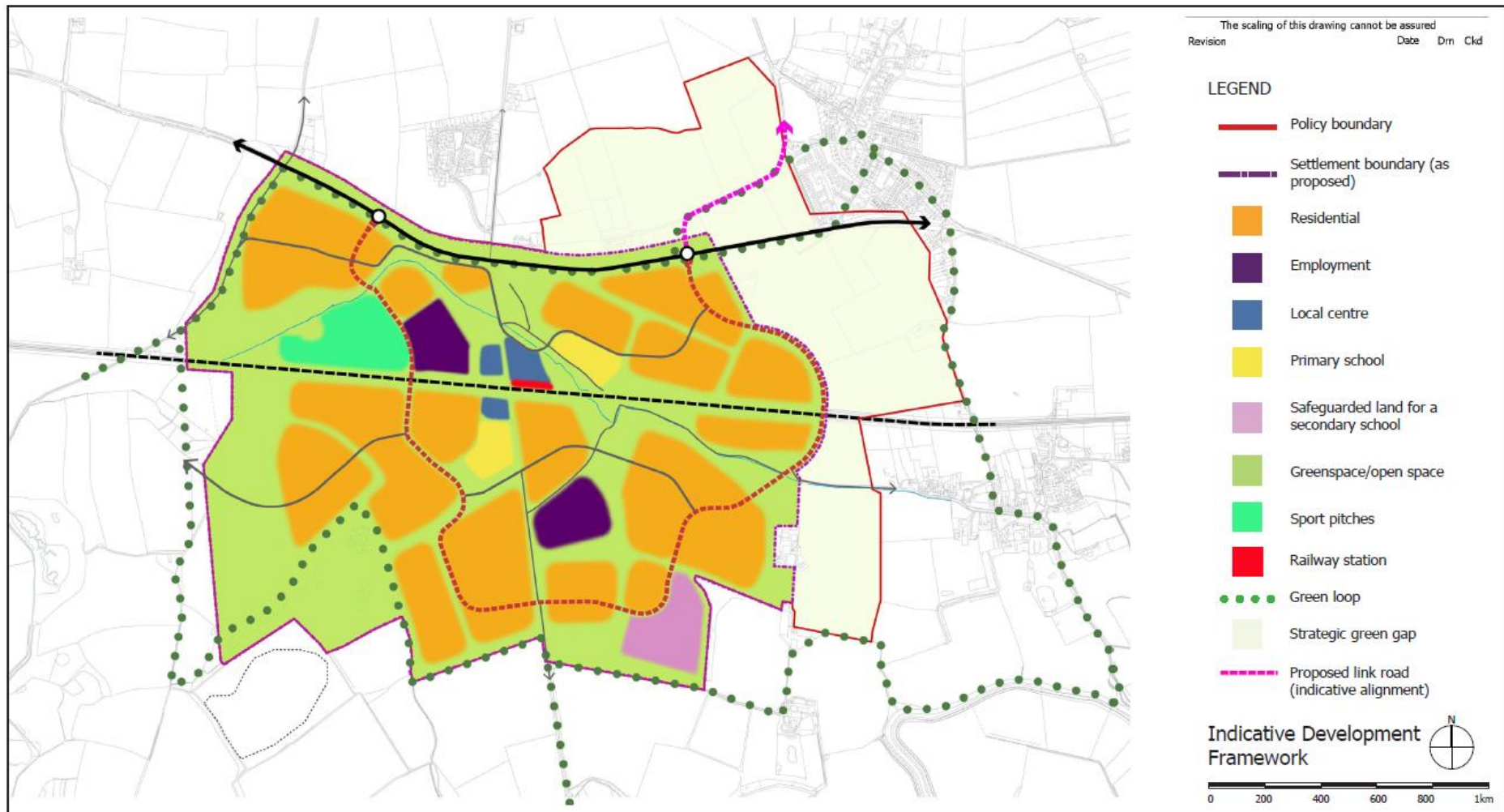


Proposed Maltkiln Policy Map

Project: New Settlement (Maltkiln) DPD



Map 2 – Indicative Development Framework



Ref	Page	Policy/ Paragraph	Main Modification
MM5	10	Policy NS1 Para 4.3	~~'Policy DM4 of the Harrogate District Local Plan identifies land in the Green Hammerton/Cattal area as a broad location for growth during the plan period and beyond. Policy DM4 also outlines the principles and requirements for the design of a new settlement. The boundary nature and form of the new settlement site allocation is established through this DPD, and the masterplans produced at each detailed stage of planning application submission. Policy DM4 also outlines the principles and requirements for the design which are outlined in Policy NS1.'~~ Further detail is set out in Policy NS3 and the policies and justification text in the subject chapters.
MM6	11	Policy NS1 Para 4.5	~~The settlement boundary of Maltkiln is shown on the Policy Map and~~ <u>The boundary of Maltkiln New Settlement as shown on the policies map, will form the development Limit for the new settlement.</u> ~~within~~ Within this boundary, it is expected that in line with Local Plan Policy DM4, at least 3000 homes and associated uses including employment, education, community, retail, health, leisure and green spaces will be developed.
MM7	11	Policy NS1 Para 4.7	It is expected that all the required pre-school and primary ~~education~~ educational needs will be met on site. The education authority (North Yorkshire ~~County~~ Council) have identified the requirement for two primary schools <u>both with nursery provision</u>, one of which should be provided in an early phase of the development. The <u>indicative</u> location of these are indicated on the Development Framework (~~Figure 2~~) (<u>Map 2</u>). With regards to secondary provision, the size of Maltkiln is not such that it will generate sufficient pupils to require the provision of a new secondary school; instead a financial contribution will be sought to facilitate the expansion of Boroughbridge High School on to land already allocated within the adopted Local Plan. However, Policy NS28 also safeguards land within Maltkiln ~~adjacent to one of the primary schools~~ for future secondary provision should this be required in the future.

Ref	Page	Policy/ Paragraph	Main Modification
MM8	13	Policy NS2	Provision or improvements to public rights of way will be supported in this area <u>provided if necessary.</u>
MM9	14	Policy NS3	A detailed <u>allocation wide</u> master-plan must be produced for the new settlement in conjunction with the <u>Council, local community and other stakeholders</u> and <u>be agreed by the local planning authority</u>. The masterplan must be in accordance with the ~~following~~ design principles <u>below</u> and informed by the <u>indicative Development Framework</u>. <u>Any application for development should be preceded by and consistent with the masterplan.</u> <u>Master planning should reflect the detailed strategies and assessments required by climate change policies in this DPD to support the delivery of net zero carbon by 2038 and deliver a climate resilient place. The masterplan should be produced in accordance with the following key design principles:</u> ~~• A settlement that supports delivery of net zero by 2038 with design and layout informed by detailed strategies addressing emissions from buildings, transport, infrastructure and business uses during operation and throughout their life-cycles;~~ ~~• A climate resilient place where water use is minimised and where, under reasonable worst-case scenarios, buildings do not overheat, public spaces remain pleasant places to be and people and property are safe from flooding;~~ • A mixed-use local centre should be located directly adjacent to Cattal railway station. Supported by footfall from local employment and high levels of home and hybrid working, the centre should form the 'heart of the community' providing a hub that meets the community's day-to-day needs with a mix of ~~fine-grained~~ employment uses, flexible co-working spaces, education, shops, community services and other facilities; ~~• The need to accommodate a centralised distribution hub as part of a last-mile strategy to manage and coordinate the distribution of deliveries within the settlement;~~ <u>Include land necessary to deliver the 'last-mile' delivery strategy required by policy NS5;</u> • The residential areas should be provided with accessible open space and green linkages, <u>including through tree-lined streets where appropriate</u>, connecting throughout the settlement providing soft buffers between neighbourhoods as well as <u>providing a net gain and</u> enriching biodiversity, while providing accessible green spaces to residents;

Ref	Page	Policy/ Paragraph	Main Modification
			• The proposed residential neighbourhoods should be developed at a range of densities in order to achieve a diverse mix of housing types and tenures; • Areas at risk of river or surface water flooding now, or expected to be at risk in the future due to climate change, should be incorporated into the green blue infrastructure network <u>in accordance with policy NS11</u>; • The need to identify the main components of an holistic approved <u>drainage strategy</u> for the whole settlement <u>as required by policy NS11</u>; • Sufficient high-quality accessible open space should be provided including the provision of parks and gardens, natural and semi-natural green space, outdoor sports facilities, amenity green space, provision for children and young people, allotments and community gardens etc. • <u>Sustainable drainage systems (SuDS) wetland will be integrated for water management, amenity and biodiversity, as part of green blue infrastructure</u>; • Existing site conditions such as the landscape topography should be used to create key ~~visits~~ <u>vistas</u> of the surrounding countryside. Landmarks and gateways should be adopted at prominent locations in order to make visual connections across the development and create a series of integrated neighbourhoods. This should include quality gateways to the north and south of Cattal Station. • There should be a contextual use of edge treatments across the development. Some outer areas should adopt a soft rural edge to ~~intergrate~~ <u>integrate</u> sensitivity into the surrounding landscape, whilst other areas should show urban frontage and interact with key routes through the development. • A number of integrated character areas that complement existing landscape and settlement features should be adopted to ensure that the new settlement is more than a single place; • Layouts and design should minimise the need to use or own private vehicles by encouraging walking and cycling, enabling public transport- including bus provision along primary routes connecting the residential neighbourhoods to the local centre and strategic destinations, and recognising the changing scope of mobility to accommodate car clubs, on-demand travel and micro-mobility-such as scooters, cargo bikes and mobility vehicles; • Development that delivers ~~walkable neighbourhoods and a 15 minute — a place where most day-to-day trips from residents homes can be achieved on foot~~ <u>a walkable and connected 20-minute neighbourhood, as required by policy NS5</u>; • <u>Provision of a clear design vision to create high quality and sustainable buildings and places.</u>

Ref	Page	Policy/ Paragraph	Main Modification
			• Legible walking and cycling routes providing safe and direct connections to key destinations within the settlement and beyond; • <u>Provision of a network of connected walking and cycling routes suitable for recreational trips of varying lengths that include connections to key open space within the settlement, the surrounding countryside and Green Hammerton, Kirk Hammerton and Cattal.</u> • <u>The layout and design should respond to, protect, and enhance, the historic and natural environment.</u> Design Codes will be required to be prepared and submitted as part of detailed planning applications for the Local Centre and every phase of the development. <u>The masterplan should also be informed by a Health Impact Assessment.</u>
MM10	15	Policy NS3 Para 4.11	The approach to masterplanning at the new settlement will not just be concerned with urban form but instead will seek to integrate a place making framework that will promote a distinct identity and strong sense of place. It aims to facilitate the creation of a <u>healthy, thriving, resilient and cohesive</u> community that sits comfortably within its context and is well integrated with the surrounding landscape and existing local settlements. <u>With a network of connected walking and cycling routes which will involve land outside of the boundary of the settlement. An appropriate delivery mechanism will be explored in partnership with the relevant stakeholders.</u>
MM11	15	Policy NS3 Justification	<u>The policy requirement for a masterplan will carry significant weight in the determination of a planning application. When the masterplan for a site is endorsed by the Council, the masterplan will be a material planning consideration in the determination of any planning application.</u>

Ref	Page	Policy/ Paragraph	Main Modification
MM12	17	Policy NS4	Proposals ~~should~~ <u>are required to</u> demonstrate how Maltkiln supports delivery of net zero carbon by 2038 across all development phases through preparation of detailed strategies that accord with the climate change policies in this DPD. The net zero ambition includes targeting operational emissions from buildings, transport, infrastructure and business uses as well as embodied emissions throughout their life-cycle.
MM13	19	Policy NS5 Para 1	Proposals ~~should~~ <u>are required to</u> be accompanied by a settlement-wide net zero carbon movement strategy to demonstrate that the new settlement will include all transport measures necessary to achieve net zero carbon movement and that net ~~carbon~~ zero <u>carbon</u> movement is enabled from first occupation. This will include, but not be limited to, the following components, with further detail provided in the justification text below:
MM14	19	Policy NS5 Para 1 Bullet 2	- Site-wide infrastructure will recognise and support the changing scope of mobility and demonstrate a <u>walkable and connected 15-minute place 20-minute neighbourhood</u>. It should be designed around the following sustainable hierarchy of road users, whereby the development is highly permeable at the top of the hierarchy and more restricted at the bottom: 1. Walking, 2. Cycling/micromobility, 3. Public transport, 4. On-demand transport, 5. Private vehicles;
MM15	19	Policy NS5 Para 1 Bullet 4	A settlement-wide <u>Framework Travel Plan</u> and subsidiary travel plans tailored to different character areas within the settlement that ~~respond to the needs of different demographic groups~~ and demonstrate how use of non-car infrastructure will be supported and encouraged <u>in order to meet sustainable travel targets</u>. Further requirements for travel plans are set out in policy NS30; ~~Applicants will agree the character areas for different travel plans with the LPA. Travel plans should be reviewed and updated at least every five years in perpetuity;~~

Ref	Page	Policy/ Paragraph	Main Modification
MM16	19	Policy NS5 Para 1 Bullet 5	~~A car parking ratio of 1 space per home or less, unless applicants can demonstrate a clear car parking reduction strategy, including timescales, for how they will achieve the target if this is not achievable on first occupation. This strategy may include higher levels of provision in early years to avoid parking littering, but these should be largely unallocated spaces which can be reallocated to other uses over time in line with monitoring and review at least every five years in perpetuity;~~ <u>A residential parking strategy showing how the design and delivery of development Maltkiln will seek to achieve the ambition of a settlement where residential parking needs can be met by a car parking ratio of one space per home (or less). The strategy will provide levels in-line with Highway Authority standards unless it can be demonstrated that fewer spaces will be sufficient. Where provision of more than one space per home is proposed the strategy will:</u> <u>Seek to deliver a maximum of one space per home on-plot, where possible, with further additional spaces predominantly unallocated and delivered off-plot to enable future re-allocation of the spaces to other uses if appropriate;</u> <u>Include measures with timescales to encourage reductions in parking demand to levels in-line with the ambition;</u> <u>Include mechanisms to monitor use of the additional off-plot spaces to inform periodic review of whether they continue to be needed;</u> <u>Where review has demonstrated additional off-plot spaces are no longer required, ensure land is reallocated to non-car parking use;</u> <u>Further requirements for off-plot residential parking are set out in policy NS37;</u>
MM17	19	Policy NS5 Para 1 Bullet 6	~~All homes should~~ <u>will</u> include minimum 7kW smart electric vehicle charging on plot or within parking areas. Minimum 150kW charging infrastructure should be provided within the public realm or settlement centre, it should be positioned to be subservient to non-car modes and designed to avoid clutter in the public realm;
MM18	19	Policy NS5 Para 1 Bullet 7	~~A distribution hub and proposals to manage last mile deliveries within the settlement. Land will be allocated in the masterplan to serve these purposes; and~~

Ref	Page	Policy/ Paragraph	Main Modification
			A 'last mile' strategy to manage and co-ordinate the distribution of deliveries within the settlement. <u>Land necessary to deliver the strategy, for example land for a centralised distribution hub, will be identified on the masterplan required by policy NS3; and</u>
MM19	19	Policy NS5 Paras 2 and 3	The strategy ~~should~~ <u>will</u> inform masterplan considerations of land uses, densities and connectivity. Planning conditions and/or Section 106 agreements will be used to ensure the infrastructure and service provision consistent with the ~~strategy~~ <u>net zero carbon movement strategy and all component strategies are</u> in place from first occupation, and that it will be operated <u>effectively</u> in perpetuity. Detailed proposals, including reserved matters applications, will demonstrate how they comply with the settlement-wide strategy.
MM20	20	Para 5.27 Bullet 1	A hierarchy of road users: walking; cycling/micromobility; public transport; on-demand transport; and private vehicles. ~~It should demonstrate a connected 15 minute place~~ <u>It will demonstrate a walkable and connected 20-minute neighbourhood</u> that is highly permeable at the top of this hierarchy and more restricted at the bottom. In the context of the new settlement ~~a 15 minute place is one where most daily trips can be made by foot from residents' homes. a 20-minute neighbourhood is one where trips to local services and facilities can be made on foot from all residents' homes within 20 minutes. The purpose is to create walkable neighbourhoods.~~ This should be tested in the masterplan, <u>required by policy NS3, and be based on actual routes and not 'as the crow flies'. Further requirements to support the delivery of a 20-minute neighbourhood are set out across the DPD, in particular in policies NS30: Sustainable Travel and Connectivity and NS31: Walking and Cycling;</u>
MM21	21	Para 5.27 Bullet 8	How <u>travel plans will be used to support and encourage</u> use of non-car infrastructure ~~will be supported and encouraged across all parts of the settlement and in response to the needs of different demographic groups through travel plans tailored to each character area within the settlement in order to meet sustainable travel targets.~~ Further requirements for travel plans are set out in policy NS30: <u>Sustainable Travel and Connectivity;</u>

Ref	Page	Policy/ Paragraph	Main Modification
MM22	21	Para 5.27 Bullet 9 and new paras following Para 5.27	~~Measures to achieve a car parking ratio ambition of 1 space per home or less. It is recognised that higher levels of provision may be necessary in early years to avoid car-littering and ensure a high-quality environment. However, the majority of spaces should be unallocated, with ownership vested in an appropriate stewardship vehicle, so that spaces can be reallocated over time if evidence of changing demand is revealed. Regular monitoring of their use through remote or traditional surveys, supported by provision of non-car infrastructure and services, and targeted travel plans to facilitate modal shift should enable this to happen.~~ <u>A residential parking strategy showing how the design and delivery of development Maltkiln will seek to achieve the ambition of a settlement where residential parking needs can be met by a car parking ratio of one space per home (or less). Further information is set out below.</u> <u>5.XX To deliver on the vision that Maltkiln will be a place where people are not dependent on a car, the DPD requires the prioritisation of sustainable modes of travel and the provision of footpaths and cycleways, high-quality bus provision and enhanced railway station facilities early in the development as well as a car club and shared mobility schemes. To compliment and support these approaches, the net zero carbon movement strategy will include a residential parking strategy showing how the design and delivery of development Maltkiln will seek to achieve the ambition of a settlement where residential parking needs can be met by a car parking ratio of one space per home (or less). It is recognised that the ability to meet the ambition for parking levels may vary across Maltkiln depending on the location and timing of development.</u> <u>5.XX While the parking strategy will set out measures intended to achieve the target ambition of one space per home (or less), to ensure adequate provision it will provide higher levels in-line with Highway Authority standards unless it can be demonstrated that fewer spaces will be sufficient. If the number of spaces proposed are above the targeted level the additional spaces should, where possible, be delivered in a manner that allows the space to be re-allocated to non-parking uses at a later date if they are no longer required so that the targeted levels may be met.</u> <u>5.XX To achieve this, the strategy will seek to deliver a maximum of one space per home on-plot with further additional spaces predominantly unallocated and delivered off-plot. Reducing the importance of on-plot parking in the design process will also allow other urban design objectives to play a bigger role in the</u>

Ref	Page	Policy/ Paragraph	Main Modification
			<u>design of streets and neighbourhoods. However, it is recognised that in some circumstances it may not be possible to design a plot with only one on-plot parking space and further on-plot parking may be appropriate. These circumstances should be reduced as far as possible through good design with the aim that, across the development as a whole, most homes with on-plot parking have no more than one on-plot space.</u> <u>5.XX The strategy will include mechanisms to monitor use of the additional off-plot parking spaces through remote sensors or frequent traditional surveys to understand demand. It will set out how this will inform periodic review of whether they continue to be needed and ensure that, if no longer required for parking, land is reallocated to non-car parking use.</u>
MM23	21	Para 5.27 Bullet 11	• A last-mile '<u>last mile</u>' delivery strategy to <u>manage and</u> co-ordinate the distribution of deliveries within the settlement. This should include <u>enable allocation of a centralised distribution hub (use class B8) with</u> onward deliveries made by foot, cargo-bikes or micro mobility as well as electric vehicles <u>(in-line with the sustainable transport hierarchy) and provide easily accessible</u> ~~The settlement centre should include provision of~~ drop off and collection facilities. <u>This includes identification of land necessary to deliver the strategy, for example for a centralised distribution hub (use class B8). Operation of the strategy will be addressed in Travel Plans for the site, as required by policy NS30, and planning conditions and/or S106 will be used to secure delivery and operation.</u>
MM24	22	Policy NS6	~~Proposals will demonstrate~~ <u>are required to be accompanied by a smart settlement strategy that demonstrates:</u> • ~~How very high capacity (at least 1Gbps) fibre broadband systems will be made available to all buildings from first occupation;~~ • <u>How the broadband infrastructure necessary to enable very high capacity (at least 1Gbps) fibre systems to all buildings from first occupation will be provided;</u> • ~~How the new settlement infrastructure will support the ability to upgrade fibre capacity to at least 100 Gbps with low latency in future; and~~ • <u>How broadband infrastructure will support the delivery of fibre capacity of 10 Gbps with low latency in future and be built in such a way as to facilitate upgrading to 100 Gbps and beyond as technology allows;</u>

Ref	Page	Policy/ Paragraph	Main Modification
			• <u>How broadband infrastructure will support multiple retail internet service providers to help ensure that broadband connectivity remains affordable for the occupiers of the buildings; and</u> • ~~That site-wide 5G connectivity (or greater) will be available from first occupation across all neighbourhoods.~~ • <u>How all reasonable steps to facilitate delivery of the infrastructure necessary to provide site-wide 5G (or greater) mobile connectivity from first occupation across all neighbourhoods will be taken.</u> Detailed proposals, including reserved matters applications, will also incorporate suitable building scale smart infrastructure. <u>Unless updated by this policy, proposals are also required to meet the requirements of Local Plan policy TI5, or successor policies.</u>
MM25	23	Para 5.36 and new para following 5.36 and new para following 5.37	5.36 As very high capacity telecommunications are necessary to secure each of the climate change priorities, ~~the provision of high capacity upload and download speeds throughout the settlement will be required from first occupation.~~ <u>proposals are required to be supported by a smart settlement strategy demonstrating how the broadband infrastructure necessary to enable very high capacity fibre systems to all buildings from first occupation will be provided. Since 2022 Part R of the Building Regulations has sought delivery of systems capable of 1Gbps. Broadband infrastructure at Maltkiln is required to deliver these speeds, as a minimum, through fibre to the premises (FTTP)- as set out in Local Plan policy TI5. The strategy will also demonstrate how broadband infrastructure will support the delivery of fibre capacity of 10 Gbps with low latency in future, in particular if these systems become available without additional developer costs. It is recognised that the demand for, and capacity to deliver, even greater speeds will inevitably increase but that delivery of speeds beyond 10 Gbps is likely to require new technical solutions, such as PON and Backhaul. The strategy will, therefore, demonstrate how broadband infrastructure will be built in such a way as to facilitate upgrading to 100 Gbps and beyond as technology allows, for example, by ensuring PONs can be easily accessed and replaced. Broadband infrastructure is required to support multiple retail internet service providers to enable consumer choice and competition, in order to help to ensure affordability for users.</u>

Ref	Page	Policy/ Paragraph	Main Modification
			<u>5.XX In addition to broadband infrastructure, mobile connectivity (5G or greater) infrastructure providing sufficient capacity will also be vital to ensuring that very high capacity telecommunications are enabled at Maltkiln. While the delivery of mobile connectivity infrastructure falls to mobile network operators, smart settlement strategies are required to demonstrate how applicants will take all reasonable steps within their control to facilitate delivery of the infrastructure necessary to provide site-wide 5G (or greater) mobile connectivity from first occupation across all neighbourhoods. This should include but not necessarily be limited to engaging early and working closely with mobile network providers to support delivery, including providing formal notification through the industry body, Mobile UK (or successor body); identifying any land-use implications, such as for masts, and, where necessary, making suitable land available; and dialogue with mobile connectivity specialists at North Yorkshire Council, if necessary.</u> 5.37 In support of the approach, detailed proposals will incorporate suitable building-scale smart infrastructure, such as smart energy and water meters that can provide real-time usage and cost information to occupants and suppliers, and the telecoms equipment necessary to enable these. 5.XX <u>Unless updated by this policy, proposals are also required to meet the requirements of Local Plan policy TI5: Telecommunications, or successor policies, including in relation to the siting of infrastructure such as masts.</u>
MM26	24	Policy NS7 Para 1	Proposals ~~should be accompanied~~ <u>are required to be supported</u> by a settlement-wide net zero carbon energy strategy which demonstrates the integration of heat, power and transport. The strategy ~~should~~ <u>will</u> take account of reasonable projections of energy demand across development phases and demonstrate emissions reductions in-line with the 2038 net zero target.
MM27	24	Policy NS7 Para 2 Bullets 2, 3, 4 and 5	The strategy ~~should~~ <u>is required</u> to reduce greenhouse gas emissions in all buildings and infrastructure in operation and minimise both annual and peak energy demand in accordance with the ~~following~~ energy hierarchy <u>and</u>: 1. Be lean: use less energy and manage energy demand during operation, including residual energy demand, including through use of passive design measures. 2. Be clean: generate and use energy efficiently, demonstrating how opportunities to supply and use energy efficiently and cleanly have been realised, including ~~exploring~~ <u>investigating the potential to</u>

Ref	Page	Policy/ Paragraph	Main Modification
			exploit local energy resources such as <u>including</u> secondary heat (<u>waste heat</u>) from the Allerton Waste Recovery Park; 3. Be green: maximise production, storage and use of renewable <u>and/or other low carbon</u> energy... 4. Be smart: ~~demonstrate that energy systems can be integrated with telecoms and electric vehicle infrastructure to minimise peak energy demand;~~ <u>enable the integration of energy systems with telecoms and electric vehicle infrastructure through compliance with policy NS6: Smart Settlement to help minimise peak energy demand;</u> 5. Be seen: monitor, verify and report on energy performance. Applicants will implement a recognised quality regime that ensures the 'as built' performance matches the calculated design performance of dwellings and buildings. Applicants will implement a recognised monitoring regime and will assess at ~~least 30% of dwellings and 30% of other buildings at least every five years~~ <u>10% of dwellings and 10% of other buildings once in the first five years</u> following occupation. The quality and monitoring regimes will focus on performance in relation to energy use, carbon emissions, indoor air quality, and overheating risk. Results will be published.
MM28	24	Policy NS7 Para 3	Applicants ~~should~~ <u>are required to</u> consider delivering homes and buildings with <u>built fabric</u> carbon emission standards above the minimum standards expected to be required through Building Regulations at the time of construction. Prior to being mandated through Building Regulations, any buildings not designed to achieve the Future Homes or Future Building Standards should demonstrate how they achieve a minimum 20% reduction in carbon emissions relative to Building Regulations Part L requirements expected at the time of construction.
MM29	24	Policy NS7 New Para after Para 3	<u>Proposals are required to meet, as a minimum, recognised sustainability standards for buildings set out in Local Plan policy CC4, or successor policies.</u>
MM30	25	Paras 5.41 and 5.42	5.41 As such it will be necessary for applicants to consider how energy needs will be met and it is expected that, unlike developments of the past, more of the necessary energy infrastructure will need to be delivered within the new settlement itself. <u>Proposals are, therefore, required to be accompanied by a settlement-wide net zero carbon energy strategy which demonstrates the integration of heat, power and</u>

Ref	Page	Policy/ Paragraph	Main Modification
			<u>transport. The strategy will take account of reasonable projections of energy demand across development phases and demonstrate emissions reductions in-line with the 2038 net zero target.</u> ~~5.42 Proposals should, therefore, be accompanied by a settlement-wide net zero carbon energy strategy which demonstrates the integration of heat, power and transport. The strategy should take account of reasonable projections of energy demand across development phases and demonstrate emissions reductions in-line with the 2038 net zero target.~~
MM31	25	Para 5.43	5.43 In developing the strategy a range of scenarios and technologies ~~should~~ <u>will</u> be tested and the strategy ~~should~~ <u>will</u> be in-line with anticipated policy, including the Future Homes and Future Buildings Standards, trends towards decentralisation of energy supply and the growth in ultra-low emission vehicles (ULEVs). <u>The strategy will demonstrate regard to the relevant 'Reducing Emissions- Sector Action Plans' within the York and North Yorkshire Routemap to Carbon Negative ^(Footnote1) or successor documents, and incorporation of 'low regrets' actions and measures consistent with the 'Medium Ambition Pathway', as a minimum, within the North Yorkshire and City of York Local Area Energy Plans (LAEPs), including the subsidiary Harrogate and the Dales LAEP ^(Footnote 2), seeking to deliver actions aimed at new development.</u> The strategy ~~should~~ <u>will</u> also take advantage of site opportunities to support the local electricity grid and deliver a high-quality place, provide sufficient development viability to ensure delivery whilst also ensuring affordability for occupiers <u>and users of buildings.</u> ~~in both the short and long term.~~ <u>Further information on affordability is set out below.</u> <u>Footnote 1: York and North Yorkshire LEP (2022): York and North Yorkshire's Routemap to Carbon Negative.</u> <u>Footnote 2: York and North Yorkshire LEP; City of York Council (2023): North Yorkshire and City of York Local Area Energy Plans.</u>
MM32	25	Para 5.45	5.45 The strategy ~~should~~ <u>is required to</u> reduce greenhouse gas emissions and minimise both annual and peak energy demand in-line with the energy hierarchy. <u>The energy hierarchy is a concept widely used to set out the order in which energy issues should be prioritised. This approach is also required by Local Plan policy CC4. ^(Footnote 1)</u> ~~In accordance with the hierarchy, emission~~ <u>Emission</u> reductions should firstly be secured by reducing <u>annual energy demand through approaches that reduce</u> the need for electricity. The design and layout of development should incorporate passive design measures to reduce the need for

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			power and be informed by the National Model Design Code guidance on passive design, form, microclimate and orientation. <u>Footnote 1: Policy CC4 of the Harrogate District Local Plan 2014-2035 defines the energy hierarchy as: 1 Energy reduction; then 2 Energy efficiency; then 3 Renewable energy; then 4 Low carbon energy; then 5 Conventional energy.</u>
MM33	25	Para 5.46	5.46 Nearly half of UK annual carbon emissions are attributable to buildings. Beyond passive design measures, <u>buildings can also contribute to reducing annual energy demand, thereby further reducing emissions, by using power more efficiently through</u> ~~emissions from buildings can be reduced through buildings that use power more efficiently as a result of~~ higher-quality construction methods and greater levels of insulation.
MM34	26	Paras 5.48 and 5.49	5.48 While the Future Homes and Future Buildings Standards will secure more efficient development, initially emitting around 80% less carbon (14) and becoming net zero on decarbonisation of the grid, it is likely that the residual energy demand of these buildings will still be significant. Reducing the energy demand of homes by building to the Passive House standard would reduce the overall energy needs of the settlement and contribute to a net zero carbon energy system whilst also reducing the likelihood of needing expensive upgrades to the electricity grid. <u>Achieving the Passive House heat demand target of <15kWh/m2/year is likely to cost more than constructing a home to the Future Homes Standard. However, research by the Passivhaus Trust ^(Footnote 1) suggests that achieving Passive House standards can add as little as 9% to baseline costs, which is expected to reduce to around 4% if the standard is adopted widely. This analysis was published in 2019 and, therefore, doesn't account for additional costs of meeting the Future Homes Standard, nor does it include any costs associated with providing additional infrastructure to meet higher energy demand.</u> ~~5.49 Building to this standard may cost more than the baseline cost of constructing a home to the Future Homes Standard. However, research by the Passivhaus Trust ^(Footnote 1) suggests that building to higher standards, such as Passive House which sets a heat demand target of <15kWh/m2/year, can cost only modestly more than a typical property.~~ Footnote 1: Passivhaus Trust (2019): Passivhaus Construction Costs.

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There is no MM35			There is no MM35
MM36	26	New Paras after Para 5.50	<u>5.XX Proposals are required to meet, as a minimum, recognised sustainability standards for buildings set out in Local Plan policy CC4 or successor policies. Policy CC4 requires non-domestic developments to achieve a minimum standard of BREEAM Excellent.</u> <u>5.XX In considering a range of technologies as part of the development of the net zero carbon energy strategy, there should be a presumption against the use of gas. This reflects the introduction of the Future Homes and Buildings Standards but also significant uncertainty around de-carbonising gas-based systems in the timescale required by policy NS4, and the limited mains gas connections locally. Investment in gas supply is unnecessary and, as the vast majority of properties near Maltkiln have no mains gas supply, would be more expensive and reduce investment in more sustainable technologies. Applicants are required to demonstrate investigation of the use of secondary heat (waste heat) from Allerton Waste Recovery Park, for example, to power a heat network. Where such technology does not form part of a proposed strategy this should be justified with reference to the aims set out above.</u>
MM37	26	Para 5.51 and new Paras after 5.51	<u>5.51 After securing emissions reductions by reducing annual energy demand through energy reduction and energy efficiency measures, the energy hierarchy identifies that further reductions should be secured by seeking to meet energy needs through the provision of renewable energy, and then other low carbon energy, ahead of conventional energy. Renewable and/or other low carbon energy will should, therefore, play a vital role in the ~~net zero carbon energy~~ strategy. Proposals for the production, storage and use of ~~renewable~~ 'clean' energy on-site, or if not possible, off-site, that contribute to the energy needs of the new settlement will be supported unless there is clear and demonstrable conflict with other development plan policies (Existing footnote 20). Consideration of potential impacts will take account of the benefits of maximising local ~~renewable~~ energy infrastructure and the ambition of a district-wide net zero carbon economy by 2038.</u> <u>5.XX The provision of renewable and/or other low carbon energy infrastructure will also help to support the local electricity grid by reducing the level of demand it is expected to meet. This will be important because the increased use of electricity for transport and heating, alongside traditional power needs, both at Maltkiln and in the wider local area, will place greater demands on the grid and may lead to difficulty in</u>

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			<u>securing adequate capacity to serve Maltkiln. The strategy should, therefore, seek to maximise production, storage and use of renewable and/or other low carbon energy in order to reduce emissions but also to reduce demand from the local electricity grid.</u> <u>5.XX Measures to support the electricity grid will be most effective where they contribute to reducing grid demand at peak times. As such, alongside minimising annual energy demand, the strategy is also required to minimise peak energy demand. For example, the use of batteries at a settlement scale and/or at individual properties can play an important role in balancing supply and demand by storing locally generated energy so it can be used at peak times, thereby reducing peak demand from the grid.</u> <u>5.XX The introduction of flexible tariffs where the cost of electricity varies according to demand has allowed consumers to reduce their bills by reducing their use of grid electricity at peak times. In order to enable building occupiers to contribute to reducing peak demand at Maltkiln by taking advantage of flexible tariffs, the strategy is required to enable the integration of energy systems with telecoms and electric vehicle infrastructure through compliance with the telecoms requirements set out in policy NS6. The strategy should also demonstrate consideration of further measures to encourage and/or enable occupiers to expand their ability to reduce peak energy demand and their bills as part of the settlement-wide approach to ensuring energy needs can be viably met. For example, through technologies that allow electric vehicle batteries to power homes (vehicle to home charging) and/or supply power back to the grid (vehicle to grid charging).</u>
MM38	26	New Para before Para 5.52	<u>5.XX The increased use of electricity for transport and heating alongside traditional power needs, both at Maltkiln and in the wider local area, will place greater demands on the local electricity grid and may lead to difficulty in securing adequate capacity to serve Maltkiln. The strategy should, therefore, take advantage of opportunities to support the local electricity grid in order to reduce annual and peak energy demand through decentralised zero carbon energy generation and storage. The use of batteries at a settlement scale and/or at individual properties can play an important role in balancing supply and demand by storing locally generated energy so it can be used at peak times, thereby reducing peak demand from the grid. To enable this the strategy needs to demonstrate that energy systems can be integrated with the supporting telecoms necessary.^(Footnote 1) This will include integration with electric vehicle charging infrastructure to enable residents to use energy stored in electric car batteries to meet domestic power needs, for example,</u>

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			<u>by charging vehicles when demand for power and prices are low and using this power at home during times of peak demand when prices are greater.</u> <u>Footnote 1: Telecoms requirements for Maltkiln are set out in policy NS6: Smart Settlement.</u>
MM39	26	Para 5.53	5.53 To reduce the performance gap and ensure the 'as built' performance in relation to energy use, carbon emissions, indoor air quality, and overheating risk (<u>footnote 1</u>) matches the calculated design performance of dwellings and buildings, applicants will implement a recognised quality regime, ~~such as, the 'soft landings' approach set out in the Soft Landings Framework (BG 54/2018) produced by the Building Services Research and Information Association (BSRIA), or successor documents.~~ <u>Use of the 'soft landings' approach, set out in the Soft Landings Framework (BG 54/2018), or successor documents, produced by the Building Services Research and Information Association (BSRIA) is encouraged, although other recognised regimes may also be acceptable. 'Soft landings' is a building delivery process that runs throughout a project, from inception to completion and beyond, to ensure all decisions made during the project are based on improving operational performance of the building and meeting the expectations of end users. 'Soft landings' is an open-source methodology, however, BSRIA provide a range of services to aid its implementation. (Footnote 2).</u> <u>Footnote 1: Planning policy requirements relating to minimising over-heating risk are set out in policy NS10: Climate Resilience.</u> <u>Footnote 2: Further information on 'soft landings' is available from BSRIA at: https://www.bsria.com/uk/consultancy/project-improvement/soft-landings/?srsltid=AfmBOopFw6v-KUxiTsPcdThCwDjMkSSINQusA07aaQf0Lz4kNoi332xw</u>
MM40	27	Para 5.54	5.54 In addition, applicants will implement a recognised monitoring regime to assess performance in relation to these issues. ~~At least 30% of dwellings and 30% of other buildings within each development parcel, providing a representative sample of properties, will be assessed at least every five years once in the first five years following occupation.~~ <u>At least 10% of dwellings and 10% of other buildings within each development parcel, providing a representative sample of properties, will be assessed at least every five years once in the first five years following occupation. Appropriate recognised regimes could include the BSRIA post occupancy building performance evaluation or, for non-domestic development subject to BREEAM requirements, a BREEAM post occupancy building performance evaluation. The information recovered... will be provided to the applicable owners and the planning</u>

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			authority. Developers will use the results to inform the design and construction of later properties in order to reduce any performance gap issues identified.
MM41	27	Para 5.55	5.55 Proposals will need to set out how energy systems...Proposals will also need to demonstrate that chosen systems will be affordable for the occupiers and users of buildings <u>in both the short and long term</u> , both in terms of energy costs but also any other costs they would be required to pay, such as management fees and costs of maintenance.
MM42	28	Policy NS8	Proposals ~~should~~ <u>are required to</u> be accompanied by a settlement-wide embodied carbon, circular economy and life-cycle emissions strategy to demonstrate: • Actions taken to reduce embodied carbon throughout the whole life-cycle of development; • Actions taken to maximise opportunities for re-use and the development of circular economies; ~~and~~ • ~~Circular economy approaches that are based on a clear set of defined principles and inform development at all stages.~~ <u>This will include:</u> • <u>Use of biobased construction materials, where appropriate, and investigation of actions to maximise their use, where feasible; and</u> • <u>Circular economy approaches that are based on a clear set of defined principles and inform development at all stages.</u> Detailed proposals, including reserved matters applications, ~~will~~ <u>are required to</u> be accompanied by an embodied carbon, circular economy and life-cycle emissions strategy for each stage of development. The strategy will: • Respond to relevant elements of the settlement-wide strategy. These should be reviewed against latest best practice and delivery demonstrated, unless review indicates that alternative approaches delivering greater carbon savings should be followed and delivery of these are demonstrated instead; • Include a site-wide emissions audit and a whole life-cycle emissions assessment based on a nationally recognised standard, such as BS EN 15978, and methodology, such as RICS Whole Life Carbon Assessment for the Built Environment, or successors; and

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			Demonstrate how reductions in embodied emissions and use of resources will be maximised throughout the whole life-cycle of the buildings and/or infrastructure and how development will contribute to circular economies.
MM43	29	Para 5.65	5.65 The strategy should set out how the new settlement will contribute to the development of circular economies, including reusing materials during construction and providing materials that are easily reused later. <u>Biobased construction materials are generally derived from plant matter that has been processed into a functional product. Use of these materials is an effective way to decarbonise construction and support circular economies. When sourced locally, use of these materials can also reduce transport emissions. Strategies should investigate and, where appropriate, maximise use of biobased materials and support local biobased supply chains ^(footnote).</u> ~~Circular economy approaches should inform development at all stages and be based on clearly defined principles.~~ <u>Footnote: Further information can be found in: York and North Yorkshire LEP (2021): Circular Biobased Construction in the North-East and Yorkshire.</u> <u>5.XX Circular economy approaches should inform the design and delivery of development at all stages and be based on clearly defined principles, including encouraging more circular lifestyles within Maltkiln. A circular settlement is one that makes use of circular economy principles throughout the community, for example, in homes, businesses and facilities, including schools. ^(Footnote)</u> <u>Footnote: Further information and guidance on circular towns can be found through The York and North Yorkshire LEP, including in: York and North Yorkshire LEP (2023): Circular Towns Guide.</u>
MM44	30	Policy NS9	Proposals ~~should~~ <u>are required to</u> be accompanied by a settlement-wide <u>inclusive flexible living and flexible working strategy</u> which demonstrates how <u>inclusive living and flexible working</u> will be enabled to ~~maximise opportunities~~ through the design of homes and the provision of facilities and services. The strategy will <u>seek to maximise opportunities for flexible working and</u> include, but not be limited by the following: ~~All homes will, as a minimum, meet the Nationally Described Space Standards;~~

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			• A mix of house types, sizes and tenures that ~~ensures a diverse and multi-generational community and meets the changing needs of residents over time – in line with policy NS22: Housing Mix and Density;~~ <u>enable DPD housing policies (NS22, NS23, NS24, NS25) to be met.</u> • Provision of flexible co-working spaces (including within use classes B and E) within the local centre, based on an assessment of likely demand. This will include identification of sufficient land on the site-wide masterplan to meet expected demand and accommodate future expansion. Demand should be reappraised at least every five years; • Provision of retail, services and community facilities within the local centre, based on an assessment of likely demand. This will include identification of sufficient land on the site-wide masterplan to meet expected demand and accommodate future expansion. Demand should be reappraised at least every five years; • Measures that will be used to encourage smaller shops, flexible pop-up space, and facilities to support day-to-day living without needing to use a car. Applicants ~~should~~ <u>are required to</u> demonstrate, for example through partnerships or a business plan, how the flexible co-working spaces, retail, services and community facilities will be secured from first occupation; how demand will be monitored; how space will be used flexibly and be reallocated to other non-residential uses, if necessary; and long-term stewardship measures. Stewardship arrangements should consider opportunities for community representation and/or ownership. Applicants ~~should~~ <u>are required to</u> demonstrate how proposals contribute to delivery of the strategy.
MM45	30 to 31	Paras 5.72 to 5.75	5.72 Residents working within Maltkiln but remotely from an employer's business premises away from the settlement will help to reduce carbon emissions as well as reducing energy demand associated with commuting, therefore, proposals should be accompanied by a settlement-wide <u>inclusive flexible</u> living and <u>flexible</u> working strategy which demonstrates how flexible working will be enabled to maximise opportunities through the design of homes and the provision of facilities and services. ~~5.73 More flexible working locations will place greater demands on how homes are used and the amount of space needed, therefore all homes are required to meet, as a minimum, the Nationally Described~~

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			~~Space Standards. This is in line with existing requirements set out in policy HS5 of the Harrogate District Local Plan 2014-2035.~~ 5.73 <u>While Local Plan policy HS5: Space Standards requires new homes across the district to, as a minimum, meet the Nationally Described Space Standards (NDSS), it is expected that the willingness of employers to allow employees to work in a greater range of locations will place greater demands on how homes are used and the amount of space needed.</u> 5.74 ~~These standards~~ The <u>NDSS</u> seek to ensure that homes provide a reasonable level of internal space to undertake typical day-to-day activities at a given level of occupancy and meeting the <u>standard standards</u> will be important to help ensure homes are large enough for living and some flexible working. The requirement will apply to all new homes, including those in Uses Classes C3 and C4. Where new homes fall within other Use Classes, including sui generis, and adherence to the standards is not appropriate, this would need to be satisfactorily demonstrated. 5.75 It is recognised that it can sometimes be challenging to provide greater levels of internal space, particularly in homes with fewer bedrooms, without affecting affordability. Nevertheless, it is important that the new settlement provides a mix of residential typologies, sizes and tenures <u>in-line with the DPD housing policies to achieve that ensures a diverse and multi-generational community and a housing mix that meets the changing needs of residents over time. As such, the inclusive living and flexible working strategy should demonstrate inclusive living through an approach that enables policies NS22, NS23, NS24 and NS25 to be met.</u>
MM46	31	Para 5.76	5.76 To help overcome the challenge of providing sufficient space within homes the strategy should demonstrate an appropriate balance between space to work at home and space to work at co-working and/or other suitable facilities within the settlement, including scope to expand co-working space. This should be based on an assessment of likely demand for flexible <u>co-working</u> workspace (including within use classes B and E) that is updated at least every five years.
There is no MM47			There is no MM47

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MM48	31	Para 5.81	5.81 Proposals will need to set out how the provision of co-working spaces and retail, services and community facilities will be secured from first occupation; how <u>and when</u> demand will be monitored and how this would trigger expansion or re-allocation to other non-residential uses when necessary...
MM49	33	NS10 Para 1	Proposals ~~should~~ <u>are required to</u> be accompanied by a settlement-wide climate resilience strategy that identifies and addresses locally specific climate change impacts expected to arise under credible predictions of reasonable worst-case climate scenarios.
MM50	33	NS10 Para 3 Bullets 3 and 4	- Integration of measures to demonstrate that infrastructure and open space and other areas within the public realm will not overheat and will remain safe and operational, ~~including where necessary. These will include trees for shading including, where appropriate, tree-lined streets and, where necessary,~~ <u>the use of building foundations that can accommodate the growth of large shade giving trees close to properties and infrastructure;</u> - As a minimum, all dwellings will meet the tighter Building Regulations water efficiency standard of 110 litres/person/day and all other development will meet the BREEAM ^(Footnote) 'Excellent' standard <u>(or any future national equivalent)</u> for non-domestic buildings in respect of water use. All development will demonstrate ~~consideration of opportunities~~ <u>incorporation of measures, where appropriate, to further reduce water use, including: water sensitive landscapes and public spaces that minimise potable water use,</u> rainwater harvesting, making use of smart infrastructure and use of water efficient appliances. Footnote: Building Research Establishment Environmental Assessment Method
MM51	33	NS10 Paras 4 and 5	The strategy ~~should~~ <u>will</u> be monitored. The strategy ~~should~~ <u>will</u> be reviewed in-light of monitoring information and changing baseline conditions and, where necessary, updated at least every five years. Applicants ~~should~~ <u>will</u> demonstrate arrangements for management and stewardship of measures in perpetuity, where necessary, including responsibility for monitoring and review of the strategy. Stewardship arrangements ~~should~~ <u>will</u> consider opportunities for community representation and/or ownership.

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MM52	35	Paras 5.90 to 5.91	5.90 The strategy will need to integrate measures to demonstrate that infrastructure and open space and other areas within the public realm will not overheat and will remain safe and operational. <u>Measures will need to include trees for shading, ensuring that planting will provide adequate cooling in the necessary timeframe. Streets should be tree-lined unless it can be demonstrated this would be inappropriate. The strategy should include, where necessary, use of building foundations that can accommodate the growth of large shade giving trees close to properties and infrastructure.</u> 5.91 ~~Where necessary, this should include use of building foundations that can accommodate the growth of large shade giving trees close to properties and infrastructure.~~ The following measures should also be considered and incorporated into place-making, where appropriate: • Use of green blue infrastructure, such as green walls and trees, and sustainable drainage systems (SuDS) to keep spaces cool and usable during extreme weather, • Maximising the multifunctionality of green blue infrastructure, for example, where appropriate combining climate resilience functions with providing opportunities for recreation and delivering biodiversity net gain, • Plant species chosen for their suitability to projected climate scenarios, • Securing sufficient modal shift to allow reallocation of car parking space (see policy NS5) to create space to manage water, high temperatures, provide biodiversity and food growing opportunities, • Spaces and streets with year-round high-quality microclimates, including use of “cool materials” and shading, and • Publicly accessible “cool buildings” for respite.
MM53	35	Para 5.93	While Yorkshire is not currently under water stress ^(Footnote 1), forecasting of supply and demand in Yorkshire Water's latest adaptation plan ^(Footnote 2) shows that declining availability of water due to climate change coupled with increasing demand due to population and economic growth will result in a deficit by the 2030s unless action is taken...

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			<u>Footnote 1: The Environment Agency has defined water company areas that are under serious water stress. The Yorkshire Water area is not currently defined as under serious water stress. Further information can be found in: Environment Agency (2021): Water Stressed Areas Classification</u> Footnote 2: Yorkshire Water (2021): Adaptation Report 2020/21
MM54	37	Policy NS11 Para 1	Proposals are required to achieve the following overarching requirements: a. Ensure that people and property ~~within the development~~ are resilient to the impacts of flooding <u>over the lifetime of the development</u> through a strategy that avoids development on land at risk of flooding; ~~b. Not increase flood risk, use reasonable opportunities provided by the development to reduce flood risk; and~~ ~~c. Not reduce resilience to the impacts of flooding, use reasonable opportunities provided by the development to increase resilience.~~ b. <u>Not increase flood risk elsewhere, and use reasonable opportunities provided by the development to reduce the causes and impacts of flooding.</u>
MM55	37	Policy NS11 Para 2 Bullets b, e and f	The design and development of proposals are required to be based on a detailed site-specific flood risk assessment that: b. Is based on appropriate <u>further</u> evidence of the flood risk characteristics of the Kirk Hammerton Beck and its tributaries to the satisfaction of the Environment Agency; e. Is based on appropriate up-to-date climate change allowances ~~for the longest time frame available~~ in order to understand how climate change ~~may~~ <u>is expected to</u> affect future flood risk <u>over the lifetime of the development</u>: • Peak river flow: The central allowance should be used. In addition, the upper end allowance should be used as a credible maximum scenario for sensitivity testing; • Peak rainfall intensity: The upper end allowances plus a further allowance for urban creep should be used for both the 1 in 30 year and 1 in 100 year rainfall events; and

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			f. Identifies existing vulnerabilities to flooding both on-site and in the immediate vicinity, as well as opportunities for the development to <u>reduce flood risk overall and</u> increase resilience.
MM56	38	Policy NS11 Para 4 Bullets b, c and d	The design and development of proposals are required to be in accordance with an approved masterplan that is based on an acceptable site-specific flood risk assessment and achieves the following detailed requirements: a. No development on land currently at risk of river flooding (flood zones two and three) or currently expected to be at risk as a result of climate change. These areas should remain undeveloped and be incorporated into the green blue infrastructure network; b. No development on land with a current pre-development risk of surface water flooding or currently expected to be at risk as a result of climate change. These areas should remain undeveloped and be incorporated into the green blue infrastructure network and be used, where possible and appropriate, to locate additional surface water features that are safe and attractive and capable of contributing to storm water attenuation, in accordance with an approved drainage strategy; c. <u>Ensures safe (ideally dry) access and egress routes are available at all times;</u> d. Identifies the main components of an holistic approved drainage strategy for the whole settlement; and e. Takes reasonable opportunities provided by the development <u>and improvements in green blue infrastructure and other infrastructure</u> to reduce ~~wider flood risk and increase resilience~~ <u>the causes and impacts of flooding.</u>
MM57	38	Policy NS11 New para after para 4	<u>Proposals are required to meet the requirements of Local Plan Policy CC1 (or successor policies) in relation to culverts and canalised watercourses.</u>
MM58	38	Para 5.100	5.100 Policy DM4 in the Harrogate District Local Plan 2014-2035 requires Maltkiln to be an exemplar of sustainable design and include appropriate measures to mitigate flood risk. The Council's strategic flood risk assessment (SFRA) ~~suggests that while the new settlement site has a low risk of flooding overall, with around 90% of the area within the lowest risk zone for river flooding (flood zone one), around 10% of the site is at high risk of river flooding (flood zone 3a).~~ It also highlights that the site contains small but

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			<u>noteworthy areas at risk of surface water flooding indicates that, although the allocation site contains an area at risk of river flooding and several areas at risk from surface water, the site overall is at low flood risk. The area shown as at risk of river flooding is close to the Kirk Hammerton Beck in the east of the site and represents approximately 0.5% of the allocation. Whilst surface water risk affects a greater area, the vast majority of the site is at little or no risk- the areas of risk are centred on lower lying land close to the beck or other permanent or semi-permanent surface water features, such as ponds.</u>
MM59	38	Para 5.102	<u>5.102 Therefore, in-line with paragraph 159 of the National Planning Policy Framework (NPPF) (2021), this policy seeks to ensure that people and property, including non-water compatible infrastructure, is safe from flooding both now and in the future development is directed away from areas at risk of flooding, whether now or in the future, and if any acceptable development is necessary in such areas, ensure it is made safe for its lifetime without increasing flood risk elsewhere.</u> In achieving this aim the policy will help to secure the climate change priority of climate resilience set out in the New Settlement Climate Change Strategy and discussed further in policy NS10: Climate Resilience.
MM60	39	Para 5.104	<u>5.104 In identifying the new settlement site, a sequential approach to flood risk has been followed, which demonstrates that the allocated allocation site is sequentially acceptable. Further information on the sequential approach This work, including a sequential consideration of site options within the broad location for growth that informed site selection, is set out in the New Settlement DPD: Flood Risk Sequential Assessment. The report firstly summarises how the identification of the broad location for growth at Green Hammerton/Cattal within the local plan met sequential requirements and then details the sequential test of options carried out to inform site selection. In addition to the current sequential assessment, the report also discusses the wider sequential approach that was used to support allocations in the adopted local plan and the sequential considerations that took place during local plan preparation to inform the identification of a broad location for growth.</u>
MM61	39	Para 5.105	<u>5.105 The report explains that, in order to accord with the wider local plan sequential approach used to inform local plan allocations the current assessment would need to identify a site where delivery could occur without developing on land at risk of river flooding (flood zones two and three). However, to reflect updated national policy it also acknowledges that since local plan preparation national policy and</u>

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			<u>guidance on sequential testing have been updated with more explicit requirements for sequential testing to take account of all sources of flood risk and the predicted impacts of climate change, this aim was widened to identifying a site where delivery could occur without developing on land at risk of river or surface water now or in the future. As a result, it explains that the aim of the current assessment was widened- to seek to identify a site where delivery could occur without developing on land at risk of flooding from all sources both now and in the future as a result of climate change.</u>
MM62	39	Para 5.107 and 5.108	~~5.107-Proposals are required to be based on a detailed site-specific flood risk assessment. In order to deliver development that accords with the sequential assessment findings the flood risk assessment is required to include further investigation of the Gelsthorpe Gutter/Kirk Hammerton Beck and tributaries. This is to overcome limitations associated with the Environment Agency's Flood Map for Planning arising from the extent of the modeling within this dataset. To accord with NPPF paragraph 159 proposals need to ensure that people and property are resilient to the impacts of flooding over the lifetime of the development, and, to deliver development that accords with the sequential assessment findings, this should be achieved through a strategy that avoids development on land at risk of flooding now or in the future. In-line with NPPF paragraphs 161 and 167 proposals must demonstrate they would not increase flood risk elsewhere but would use opportunities provided by the development to reduce the causes and impacts of flooding.~~ <u>5.108 Proposals are required to be based on a detailed site-specific flood risk assessment that addresses all potential sources of flood risk. This will include further investigation of the Gelsthorpe Gutter/Kirk Hammerton Beck and tributaries. This is to overcome limitations associated with the Environment Agency's Flood Map for Planning arising from the extent of the modelling within this dataset and will inform detailed site layouts so that sequential test findings are met. The Environment Agency will need to be satisfied that flood risk associated with these watercourses is adequately evidenced and understood. This may include a need for an assessment of residual risks, for example, as a result of culvert blockage. Advice on appropriate methodologies should be sought from the Environment Agency prior to further prior to further assessment.</u>
MM63	39	Paras 5.110 and 5.111	~~5.110 To ensure resilience over the lifetime of the development in light of climate change impacts, the flood risk assessment will need to based on appropriate up-to-date climate change allowances for peak river flow and peak rainfall intensity. The Environment Agency produces guidance on climate change~~

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			~~allowances and their use. This should be reviewed to ensure that up-to-date guidance is being followed~~ ^(Footnote 1). <u>To understand flood risk over the lifetime of the development in-light of climate change impacts, and deliver development that accords with the sequential assessment findings, the flood risk assessment will need to be based on appropriate up-to-date climate change allowances for peak river flow and peak rainfall intensity. While national guidance in the Planning Practice Guidance (PPG): Flood Risk and Coastal Change (Paragraph six; 15 August 2022) states that residential development has an assumed lifetime of at least 100 years, it suggests that new settlements should be anticipated to have a lifetime beyond 100 years. The assumed lifetime of development to be used in an acceptable flood risk assessment will need to be agreed with the local planning authority. If risks arising beyond 100 years are identified proposals should ensure, as a minimum, that sufficient ability to adapt to those impacts is incorporated.</u> 5.111 <u>The Environment Agency produces guidance on climate change allowances and their use. This should be reviewed to ensure that up-to-date guidance is being followed</u> ^(Footnote 1). For peak river flow the 2080s allowances currently ~~provide the longest time frame available. These look the furthest ahead~~ <u>and relate to the period 2070 to 2125 and should be used. Within these the central. Central</u> and upper end allowances should both be used, with the upper end used as a sensitivity test ^(Footnote 2). Footnote 1: Environment Agency guidance on Flood Risk Assessments: Climate Change Allowances is available at: www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances. Footnote 2: Peak River Flow Allowances: These were updated in July 2021. At July 2021 the relevant allowances for the 2080s for the Swale, Ure, Nidd and Upper Ouse Management Catchment are: Central: 25%; Upper End: 53%.
MM64	40	Para 5.112	5.112 For peak rainfall intensity the 2070s allowances currently ~~provide the longest time frame available. These look the furthest ahead and~~ <u>relate to the period 2061 to 2125 and should be used. Within these the</u>. <u>The upper end allowances should be used for both the 1 in 30 year and 1 in 100 year rainfall events (33% and 1% annual exceedance probability events respectively)</u> ^(Footnote 1). In addition, both scenarios should include a further allowance to address the potential for additional impacts as a result of urban creep ^(Footnote 2).

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MM65	40	Para 5.113	5.113 The flood risk assessment should also identify any existing vulnerabilities to flooding within the site and in the immediate vicinity as well as indicating ~~whether where~~ development could provide opportunities to ~~improve~~ <u>reduce flood risk overall and increase</u> resilience.
MM66	40	Para 5.114	5.114 In-line with paragraph 169 of the NPPF (2021) an acceptable drainage strategy incorporating sustainable drainage systems (SuDS) showing that surface waters can be successfully managed would need to be approved. The approach to SuDS should follow the drainage hierarchy set out in Part H of the Building Regulations (<u>Footnote 1</u>) and accord with relevant up-to-date guidance produced by the lead local flood authority, North Yorkshire County Council (<u>Footnote 2</u>) and the Environment Agency (<u>Footnote 3</u>) (<u>Footnote 4</u>). Although the hierarchy includes use of combined sewers and public surface water drainage, it nevertheless discourages these approaches in favour of more preferential options. Given that <u>these existing surface water infrastructure are limited and, as such, are unlikely to be viable destinations, and that, notwithstanding limitations, the need for connections to public sewers should be designed out through effective masterplanning and a holistic approach to surface water management, it is considered that acceptable solutions should employ only discharge to the ground and/or discharge to a surface water body unless there is clear evidence this is inappropriate.</u> <u>Footnote 1: The drainage hierarchy in Part H of the Building Regulations is: 1. Discharge into the ground (infiltration); 2. Discharge to a surface water body; 3. Discharge to a surface water sewer, highway drain, or another drainage system; 4. Discharge to a combined sewer.</u> Footnote 2: Current lead local flood authority guidance is set out in: North Yorkshire County Council (2018): SuDS Design Guidance 2018 Update or successor documents. <u>Footnote 3: Environment Agency/ CIRIA (2015): The SuDS Manual.</u> <u>Footnote 4: Environment Agency (2018): The Environment Agency's Approach to Groundwater Protection. In particular: Position Statement G13: Sustainable Drainage Systems.</u>
MM67	40	Para 5.118	5.118 In addition to planning permission, discharge of surface water to a watercourse requires consent from relevant internal drainage boards. The Kirk Hammerton Beck ~~running through, which runs through~~ the new settlement, <u>and other watercourses that may drain the pre-developed site, including those to the</u>

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			<u>north and west of Cattal, is are</u> within the drainage district of the Swale and Ure Drainage Board who have indicated that rates should be restricted to a maximum of 1.4 litres per second per hectare (l/s/ha) or green field rates.
MM68	40	Para 5.120	5.120 An acceptable masterplan would need to be submitted. This should show development not taking place on land within flood zones two or three, or on land identified as at risk of future river flooding due to climate change. Instead these areas should be incorporated into the green blue infrastructure network. Land identified under the central allowance must be avoided. Further land identified under the upper end allowance should also be avoided, however, if avoidance of any of these further areas is not possible, this should be robustly justified and satisfactory mitigation included. <u>Certain water compatible development, such as open space, may be appropriate in flood zones two and three and areas at risk of surface water flooding. In-line with the Planning Practice Guidance, water compatible development proposed in flood zone 3b- or on land at the same level of risk of surface water flooding (1-in-30 years/ 3.3% AEP)- should be designed and constructed to:</u> • <u>Remain operational and safe for users in times of flood;</u> • <u>Result in no net loss of floodplain storage;</u> • <u>Not impede water flows and not increase flood risk elsewhere.</u>
MM69	41	Para 5.121	5.121 The masterplan is also required to show development not taking place on land with a pre-development risk of surface water flooding or on land identified as at risk due to climate change. Instead these areas should remain undeveloped and be incorporated into the green blue infrastructure network and be used, where possible and appropriate, to locate additional surface water features that are safe and attractive and capable of contributing to storm water attenuation, in accordance with the approved drainage strategy. Areas where the risk extends over significant extents and areas that accommodate important overland flow pathways must be avoided. Discreet isolated areas of risk where the extent is small should also be avoided ~~where possible~~ <u>but where this is not possible this should be robustly justified, and satisfactory mitigation included. Development will need to ensure that safe access and egress routes are available at all times in light of flood risk from any source throughout the lifetime of the development. Given the limited nature of flood risk at the site these routes should be dry in times of flood.</u>

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MM70	41	Para 5.122	5.122 The design of the new settlement, including the approach to flood risk ~~and drainage~~ , <u>drainage, green blue infrastructure and other infrastructure</u> should incorporate reasonable ~~approaches~~ <u>measures</u> that will reduce wider flood risk and improve the resilience of existing communities. This should include setting out and justifying whether existing vulnerabilities identified in the flood risk assessment will be addressed.
MM71	41	New Para after Para 5.123	5.XX <u>Proposals are required to meet the requirements of Local Plan Policy CC1: Flood Risk and Sustainable Drainage in relation to culverts and canalised watercourses. Building over existing culverts or the culverting or canalisation of water courses will not be permitted unless it can be demonstrated to be in the interests of public safety or to provide essential infrastructure, and there will be no detrimental effect on flood risk and biodiversity. Where feasible, development proposals should incorporate re-opening of culverts, modification of canalised water courses and consideration of mitigation measures to achieve a more natural and maintainable state.</u>
MM72	42	Policy NS12 Para 1	A Green Blue Infrastructure (GBI) strategy ~~should~~ <u>must</u> be produced to inform each stage of development. GBI strategies should be guided by the Development Framework, existing landscape and natural capital functions, the vision and objectives for the new settlement and the relevant Local Nature Recovery Strategy.
MM73	42	Policy NS12 criterion b.	<u>Respond to the existing natural and historic environment context of the site and</u> ~~Embed~~ <u>embed</u> quality design to create a distinctive sense of place.
MM74	42	Policy NS12 criterion e.	Provide attractive walking and cycling routes <u>for a wide range of non-motorised users</u>
MM75	42	Policy NS12 criterion i.	Connect with green infrastructure beyond the settlement boundary <u>into the rights of way network; and-</u>

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MM76	43	Para 6.6	The Green Blue Infrastructure Framework is based on existing habitats within and close to the new settlement site and the local topography. It identifies corridors of trees, green spaces, pedestrian and cycle ways, and the Kirk Hammerton Beck to connect the new settlement and reflect the local character. These corridors form the green spine of the new settlement. They reduce the impact of climate change, offer active transport routes and provide opportunities for biodiversity enhancement. The GBI strategy should use this framework to accommodate a series of open spaces that vary in scale and location across the new settlement to ensure recreational opportunities to all of its future residents. Provision should include distinct destination points at ~~Doodle Hills and Cattal Belt~~ , as required by policy NS15: Protecting Aubert Ings SSSI.
MM77	43	New Para after Para 6.6	<u>The Green Blue Infrastructure strategy could provide opportunities to provide and create wildlife corridors, flood alleviation, water quality buffers and informal recreation opportunities.</u>
MM78	44	Para 6.10 Bullet 5	Climate change adaptation and mitigation. ~~By delivering a well-connected GBI framework, people can be encouraged to travel in a more sustainable way. It can provide shade and shelter and help water management; An accessible and connected GBI network can encourage less polluting travel behaviour.~~ <u>Tree planting, for example, in community woodlands or orchards, allotments and other public open spaces, absorbs carbon from the atmosphere, provides shading and shelter and contributes to water management;</u>
MM79	44	New Para after Para 6.10	<u>The green blue infrastructure strategy provides an opportunity for water quality improvements. Waste water management and other improvements will be beneficial in securing protections and enhancements to water quality.</u>
MM80	44	Para 6.16	<u>6.16 The WFD is a European directive which aims to protect and improve the water environment. River basin management plans (RBMPs) describe how the WFD will be achieved in each region, and at a local level which actions and measures need to be implemented to achieve the objectives of the WFD. The Maltkiln New Settlement is within the Humber river basin management plan.</u>

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			<u>The Humber river basin management plan describes the challenges that threaten the water environment and how these challenges can be managed Humber river basin district river management plan: updated 2022 - GOV.UK (www.gov.uk).</u> <u>The WFD places a duty on the local authority to 'have regard' to the river basin management plans when exercising their functions ensuring they neither undertake nor authorise a project which may jeopardise:</u> <u>• The current status of a WFD element or cause its deterioration</u> <u>• The attainment of good status</u> <u>• Pollution reduction measures</u> <u>• Standards and objectives for protected areas</u> <u>Applicants will be required to work with the local authority, Environment Agency, partnerships and communities to ensure a wide range of mitigation measures are incorporated to ensure positive environmental improvements are made in water quality.</u> <u>6.16 The Water Environment (Water Framework Directive) regulations 2017 aims to prevent deterioration of the water environment and improve water quality by managing water in natural river basin districts. The Humber River Basin Management Plan identifies a WFD target status and key objectives for the River Nidd including the Kirk Hammerton Beck, Gelsthorpe Gutter and Syke Dike tributaries. <u>The Kirk Hammerton Beck is a tributary of the River Nidd from Crimple Beck to the River Ouse. This waterbody is classified as moderate because it has been heavily modified and has failures due to phosphates and priority hazardous substances. Providing habitat opportunities along Kirk Hammerton Beck would help with the efforts to address the heavily modified status of the overall waterbody. Further information can be found on the Catchment Data Explorer here: Nidd from Crimple Beck to River Ouse Catchment Data Explorer Catchment Data Explorer</u></u> <u>The Biodiversity Net Gain strategy provides an opportunity to help address these objectives by enhancement of the riparian habitat of the onsite streams or, if appropriate, to provide off-site enhancement on Syke Dike or directly on the River Nidd providing opportunities to improve water quality through waste water management.</u>

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MM81	46	New paragraph after paragraph 6.16	Local Plan policy NS2 refers to water quality and requires developers to undertake a thorough risk assessment of the impact on surface and groundwater systems in order to prevent pollution through both the construction and operational phases of development to prevent contamination of any watercourses. Further advice is available here Pollution prevention for businesses - GOV.UK (www.gov.uk)
MM82	47	Policy NS14	Within Maltkiln provision should be made for new sports, open space and recreational facilities to cater for the needs arising from the development. The provision standards and process set out in the Provision for Open Space and Village Halls Supplementary Planning Guidance (or any subsequent guidance) should be used to establish the starting point for on-site provision however this should be classed as the minimum and the actual amount of provision will be established as part of wider masterplanning. Amend the third bullet under 'All open spaces provided on-site should be:' as follows: ~~Water efficient and climate change resilient~~ <u>climate resilient, as required by Policy NS10, including through provision of shade giving trees and water conservation measures</u>
MM83	47	Para 6.18	Within Maltkiln provision will be made for sufficient high-quality accessible open space in response to the requirements set out in the Harrogate District Local Plan and the Provision of ~~for~~ Open Space and Village Halls Supplementary Planning <u>Document Guidance</u> (or any subsequent document). <u>The SPD states that for strategic sites, the SPD standards should be a starting point and the actual amount and design of on-site provision will be established as part of wider master-planning which may should take into account other guidance and best practice such as that provided by Sport England and Fields in Trust.</u> The open space network will respect and enhance the existing natural features and will create new ones. They will manifest as a response to existing drainage, land form, ecology and recreation.

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MM84	49	Policy NS15	Recreational open space should be designed to mitigate additional recreational impact on Aubert Ings SSSI. In particular, walking routes should be provided which: a. Are traffic free and aesthetically pleasing; b. Link to other footpaths within the site to provide opportunities to extend walks and vary return routes; c. Lead to destination points and areas of distinct character; d. Incorporate areas where dogs can be off the lead and provide clear and engaging information on required dog behaviours; e. Link to residential areas. ~~The Development Framework identifies two areas of open space which should serve as alternative, semi-natural destination points to the SSSI. These spaces should be created as:~~ ~~a. Doodle Hills : An area of elevated and open parkland or heath in the North East of the settlement which provides extended views over the new settlement and towards York Minster to the east. Doodle Hills should be served by two walking routes; a route from the new settlement centre and an alternative route down towards the rail line.~~ ~~b. Cattal Belt: A mosaic of habitats building on the woodland along the settlement boundary to the South West and the existing ponds. Signposted trails and information boards should provide safe access for all to points of interest. The green loop footpath should be utilised to allow a return route out of the area.~~ An impact assessment on Aubert Ings SSSI should be undertaken and acted on. It should assess the impact of recreation on the SSSI, the effectiveness of proposed mitigation on the development site and whether mitigation on the SSSI site is required to mitigate residual impacts.
MM85	50	Para 6.24	~~Delivery of two distinct destination points, one on an area of elevated ground at Doodle Hills and another comprising a large area of semi-natural open space at Cattal Belt in the south west of the settlement, should form a fundamental part of the strategy to mitigate impacts on the SSSI. Policy NS15 requires walking routes which lead to destination points and areas of distinct character, primarily aimed at drawing~~

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			<u>residents of Maltkiln and nearby communities to them. These destination points to provide an area of interest and accessible natural green space attractive to walkers including dog walkers as a suitable alternative natural green space to Aubert lngs SSSI. It is considered a minimum of two destination points are included to provide variety, providing, for example, views from the new settlement, or areas of natural interest such as existing woodland.</u> <u>Destination points should be informed by existing/proposed landscape features and could include but are not limited to Doodle Hills and Cattal Belt both of which provide local interest.</u> <u>Doodle Hills to the north east of the settlement provides extended views over the new settlement and towards York Minster to the east.</u> <u>Cattal Belt to the south west of the settlement is a mosaic of habitats comprising of woodland and ponds to the south west of the settlement boundary.</u> The success of ~~these areas~~ <u>destination points</u> in achieving these aims will to a large part be based <u>on where they are located</u>, how well the spaces are designed, <u>and</u> integrated into attractive long and short circular walking routes and their ability to provide a unique offer and functionality that draws people to them and comparatively makes use of the SSSI less attractive.
MM86	51	Policy NS16	Development of Maltkiln shall be designed in a manner which <u>avoids or</u> minimises impact to the setting (and therefore significance) of the following designated heritage assets: - Kirk Hammerton Conservation Area - Old Thornville (grade II* listed) - Providence House (grade II listed) Add the following additional bullet to the second list of bullet points: <u>architectural style, detailing and materials</u>

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MM87	52	Policy NS16 Justification Paragraphs 7.5, 7.6 and 7.7	~~Listed Buildings are those that have been identified as having special architectural or and historic interest. Setting forms a part of overall significance and therefore where development is proposed within the setting of listed building, it is important that steps are taken to minimise harm to those elements that contribute positively to setting. Where, proposals directly affect a listed building, it is important that works are specified so that special interest of the asset is conserved.~~ <u>"Listed buildings are those that have been designated because of their special architectural or historic interest. Conservation Areas are areas designated by local planning authorities for their special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. The setting of heritage assets can have a positive or negative influence on their overall significance. As such, when proposing development within the setting of a heritage asset, it is important to avoid or minimise harm to those elements which make a positive contribution to its setting, and where possible enhance them."</u> ~~Conservation Areas are areas of special architectural and historic interest, the character of which it is desirable to preserve or enhance. Setting forms a part of overall significance and therefore where development is proposed within the setting of conservation areas, it is important that steps are taken to minimise harm to those elements that contribute positively to setting~~ The designated heritage assets included in this policy have been identified for their historic significance and their important contribution to local distinctiveness, character and sense of place. <u>"The considerations outlined in Policy NS16 were informed by the Heritage Impact Assessment undertaken as part of the evidence base to the New Settlement DPD. Any planning application for this site affecting heritage assets or their setting must be supported by a proportionate and up-to-date heritage statement. Advice on understanding the significance of heritage assets and the design of development is given in the Harrogate District Heritage Management Guidance Supplementary Planning Document (SPD)-(or any subsequent guidance)."</u>
MM88	53	Policy NS17	Amend as follows: ~~"Cattal Bridge is a Scheduled Monument, located to the south of Cattal, on Cattal Moor Lane. During the development of Maltkiln, consideration must be made of the potential impacts of possible increased traffic~~

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			~~upon the structure and fabric of the bridge and the potential need for works such as an altered road layout / signage. Should any such works be identified as being required, then such works must be agreed in full consultation with NYCC Highways and Historic England (under whose jurisdiction the Scheduled Monument falls). Consideration must be given to the potential impacts of possible increased traffic upon the structure and fabric of the bridge, and the potential need to take appropriate measures to manage its usage and secure the long-term future of the bridge. Should any such measures be identified as necessary, they must be agreed in full consultation with NYC Highways and Historic England and obtain the required consents.~~ <u>An appropriate programme must be put in place to monitor and report on the condition of the bridge both during and post construction of Maltkiln."</u>
MM89	53	Policy NS17 Justification New paragraphs after paragraph 7.9	<u>It should also be noted that Cattal Bridge is also Grade II Listed. Listed Buildings and structures are those that have been identified as having special architectural and historic interest. Setting forms a part of overall significance and therefore where development is proposed within the setting of listed building, it is important that steps are taken to minimise harm to those elements that contribute positively to setting. Where, proposals directly affect a listed building, it is important that works are specified so that special interest of the asset is conserved.</u> <u>A full assessment of the impact on Cattal Bridge and possible mitigation strategies will be required as part of the consideration of the highway impacts of the scheme, and this should be detailed in the travel assessments required under Policy NS36: Highway Mitigation and Improvements.</u>
MM90	57	Policy NS21	The following are identified as non-designated heritage assets within the boundary of Maltkiln. Detailed master planning must take into account the impact of development upon the significance of the heritage assets, in line with national and local policy. This includes both direct impact upon the fabric of the ~~buildings~~ <u>assets</u> and impact ~~in-on~~ <u>on</u> setting: a. ~~Cattle~~ Cattal Grange farmstead and cottages b. Cattal Station c. Gelsthorpe Farm

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			d. Whixley Lodge e. Westfield <u>f. Rudgate Roman Road</u>
MM91	60	Paragraph 8.14	The HEDNA analysis identified a need of just under 4,400 affordable homes in the period 2014-2035, equating to a requirement of 208 additional affordable homes per annum, or around 30% of the 669 dwellings per annum. <u>(The annual supply figure to be updated in line with annual monitoring.)</u> . The impact of affordable housing provision was assessed under the Whole Plan Viability Study September 2016 and updated under the Local Plan Viability update and CIL viability assessment May 2018.
MM92	61	Paragraph 8.16	The Local Plan policies set the targets to address affordable housing need across the district. Currently this is set at 40% subject to viability. Reflecting the significant viability challenges associated with bringing forward new settlement proposals, flexibility of provision will be necessary and it is anticipated that delivery of affordable housing <u>could be lower will be within a range of 20-40%</u> depending on final infrastructure requirements and phasing proposals. This is not unique to Maltkiln but is reflective of the challenges around delivery of any large strategic sites in any part of England, particularly new communities. <u>It is acknowledged that future phases may deliver differing levels of affordable housing, with the Infrastructure Delivery Policy NS38 which sets out the information required.</u>
MM93	61	Paragraph 8.17	The earlier phases have significant infrastructure requirements, as set out in Policy NS1 ~~Development Framework~~ <u>Maltkiln New Settlement Allocation</u> , therefore early dialogue and up to date viability evidence and costing will be needed for each phase. <u>Infrastructure Delivery Policy NS38 sets out the information required.</u>
MM94	62	Paragraph 8.24	Harrogate District has a population that is older than the national average with a high proportion of people aged 85 or over. As people live longer, this trend is predicted to continue with significant growth in the district's population aged over 65, higher than that predicted both regionally and nationally. The health of this section of the population is also expected to decline with a significant increase in the number of

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			people with dementia or mobility problems. This is likely to present some challenges. Ensuring appropriate accommodation in suitable locations is available to meet everyone's needs, including enabling older people to remain in their homes longer, was identified by the Council's Housing Strategy 2015-20 as a key issue to be addressed. However it is recognised that there is also a need for housing for people with support needs whatever their age. In order to promote mixed and multi-generational communities it is important to ensure specialist housing, where there is an identified need, is provided within Maltkiln. <u>Policy NS3 sets out the master-planning principles.</u>
MM95	62	Paragraph 8.26	Where the proposals include specialist housing, consultation will be required with the <u>North Yorkshire Council's health and adult Health and Adult Services</u> , to ensure that the identified need for specialist accommodation is fully considered and addressed within the development proposals. <u>The Health and Adult Services regularly carry out an independent Housing Needs Assessment and the findings from the assessment should be considered in full.</u>
MM96	65	Policy NS26	Services and facilities should be provided in a single centre <u>accessible to all, including users of wheelchairs and mobility scooters</u>, at the heart of the development <u>as indicated as shown on the Development Framework adjacent to the railway line Cattal railway station</u>, well served by public transport and a cycle path network, and within reasonable walking distance of all parts of the development. The Local Centre will be 3ha in size and will provide a broad range of uses, facilities and services. These should include: • mixed retail including a large range of unit size and spaces which support independent retail and entrepreneurship (~~selling convenience and comparison goods~~); • business and commercial uses (~~including office space, banks, post office etc~~); • leisure and entertainment facilities (~~such as food and drink outlets~~); • health and community facilities (~~including a health centre, faith spaces and arts/cultural facilities~~); • civic spaces; • residential units above retail and commercial premises;

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			- uses that support the creation of a night-time economy. ~~extra care.~~
MM97	66	Policy NS26 Paragraph 9.7	The local centre should be large enough and provide a wide range of activities to create a strong identity for the new settlement which will anchor and provide a focus for new and existing communities. The mixed-use local centre will provide a diverse and vibrant space at the heart of Maltkiln next to Cattal Station. It will accommodate a hub for the local community and facilitate a mixture of ~~fine grained~~ employment uses <u>(including office space, banks, post office)</u>, education, shops and community <u>and health services (including provision for GPs, community health, dentists and pharmacy) as appropriate.</u>
MM98	67	Policy NS27	Maltkiln should provide for 5ha of employment land, <u>appropriately located within the settlement as shown on the Development Framework</u>. This land should: - provide a balanced range of employment opportunities - provide a range of training opportunities for local people to improve skills and 'work-readiness' ~~provide suitable shared space, with all necessary infrastructure to enable the provision of Ultrafast Fibre to the Premises (FttP) broadband~~ - provision of small-scale commercial opportunities and flexible business space - provide a range of Class E and B employment space - provide for non-office employment space as small-medium workshop units clustered together Home working and flexible working will be supported and enabled through: <u>compliance with the telecommunication requirements</u> ~~the provision broadband infrastructure in line with the requirements of~~ Policy NS6: Smart Settlement - support for the flexible use of rooms and garages within dwellings to recognise the increased use of rooms as home offices, as long as there is no adverse impact on neighbouring residential amenity or the operation of the highway network; - provision of flexible co-working space within the local centre

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MM99	67	Paragraph 9.12	The community will benefit from accessibility to a range of employment opportunities which will be ~~facilitated strategically by well-related to~~ Cattal Station. ~~in the core of the new settlement, and within 5-15mins walking distance from all residential neighbourhoods.~~
MM100	68	Policy NS28	To meet the educational needs of the population of Maltkiln, the following will be required ~~to be provided as shown on the Development Framework:~~ • appropriate <u>on-site</u> early years provision • one <u>on-site</u> 420 space primary school (2.40ha) <u>including appropriate nursery provision</u> • one <u>on-site</u> 420 space primary school <u>including appropriate nursery provision</u> which includes site for future expansion to 630 <u>including appropriate nursery provision</u> (3.50ha) • ~~financial contributions and land required towards secondary school provision at Boroughbridge High School or provision of secondary school on-site within the safeguarded land shown on the Development Framework whichever is necessary.~~ • <u>financial contributions towards secondary school provision at Boroughbridge High School or provision of secondary provision on-site, whichever is necessary. A parcel of land is required to be safeguarded for this provision on the masterplan in line with the Development Framework</u>
MM101	68	Policy NS28 Criterion h.	<u>inclusive accessibility and the</u> siting of building entrances, frontages;
MM102	68	Policy NS28 Criterion n.	n. any site specific issues e.g. flood risk, ~~biodiversity~~ , protection/enhancement of biodiversity <u>or heritage</u> , air quality

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MM103	68	Policy NS28 New criterion q.	<u>g. landscaping and boundary treatment</u>
MM104	68	Policy NS28	All proposals for the provision of new schools ~~Development of the new schools~~ should ensure that they conform with and ~~fulfill~~ <u>fulfil</u> the requirements of the most recent DfE Output Specification, General Design Brief (FOOTNOTE) <u>and be informed by the recommended minimum external area requirements for primary and Secondary Schools BB103. and must submit a The Council's Education Site Suitability Checklist as part of any planning application should also be completed.</u>
MM105	68	Policy NS28	The use of school facilities for other community uses such as sport, meeting spaces, learning, outdoor, arts and business should be encouraged ~~and formalised through the use of Community Use Agreements where appropriate~~ <u>through the use of a Community Use Policy and formalised with the future operators of the school(s).</u>
MM106	68	Policy NS28	Appropriate trigger points for delivery of the different educational phases and any financial contributions need to be established as part of the Infrastructure Delivery Plan and provided for in a Section 106 agreement <u>including the provision of serviced land.</u>
MM107	68	Policy NS28 Paragraph 9.17	~~Nevertheless, for the proper and long term planning of the area, the Council consider a cautious approach should be taken and have safeguarded land for a secondary school if it is needed. This is located alongside one of the proposed primary schools as shown on the Development Framework. Local secondary school provision will be kept under review through the Plan period to determine whether a secondary school at Maltkiln is required and when it will need to be delivered.~~ <u>Nevertheless, for the proper and long term planning of the area, the Council consider a cautious approach should be taken and have safeguarded land for a secondary school if it is needed. The parcel of safeguarded land should be shown on the site wide masterplan with its exact location being established through masterplanning work, informed by the Development Framework. Local secondary school</u>

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			<u>provision will be kept under review through the Plan period to determine whether a secondary school at Maltkiln is required and when it will need to be delivered.</u>
MM108	69	Policy NS28 Paragraph 9.18	Consideration will be given to existing secondary schools . If it is considered that the safeguarded secondary school <u>provision</u> site is not required to serve the specific needs of Maltkiln, then off-site financial contributions will be required towards extra provision at Boroughbridge High School and the safeguarded site will be released for additional open space.
MM109	69	Policy NS28 Paragraph 9.20	The community use of the school facilities will be encouraged and should be formalised through the use of ~~Community Use Agreements (CUA)~~ <u>a Community Use Policy (CUP)</u> . The use of ~~CUAs~~ <u>CUPs</u> will help to secure well-managed and safe community use by detailing how the arrangements are intended to operate including hours of availability, management and booking arrangements, pricing policy, duration and monitoring and review.
MM110	70	Policy NS29	Within Maltkiln, provision should be made for high-quality, multi-functional spaces that cater for the needs of different ages and abilities. These should provide maximum flexibility and be readily accessible in terms of both physical location but also in terms of availability. Uses should be located to complement rather than conflict with neighbouring uses and any new proposals should be subject to the following considerations: - health and quality of life; - amenity issues; - long term sustainability of multi-use facilities The following social and community infrastructure provision has been identified as being required within Maltkiln: • <u>GP facility which could also incorporate dentist, pharmacy</u> • ~~Health care facility incorporating GP consulting rooms, dentist, pharmacy~~ • Flexible community centre/room

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			●—Nursery <u>The Council will continue to engage with the relevant stakeholders to establish the need, exact requirements, timing and mechanisms for the delivery of social and community infrastructure provision.</u> Opportunities to co-locate complementary social facilities such as health centres, libraries, day care and nurseries which provide flexible floorspaces should be maximised. These should ensure all buildings make the best use of land and reduce the need for people to have to travel to access a variety of different but related services.
MM111	72	Paragraph 10.4	<u>The New Settlement Climate Change Strategy also provides important context. The strategy identifies net zero carbon movement and active travel as one of four priority areas for action, and this is reflected in DPD Policy NS5. The transport policies within this section look to deliver the requirements set out in DM4 and reflect the key strategic elements of TI1 and look to deliver the requirements of DM4 and NS5.</u>
MM112	72	Policy NS30 Bullet 3	Providing a safe, <u>attractive</u> , integrated and direct network of footpaths and cycleways...
MM113	73	Policy NS30 Bullet 7	The preparation of a settlement wide Framework Travel Plan and subsidiary travel plans, <u>as required by policy NS5. Travel plans will respond to the needs of different demographic groups, include relevant elements of the net zero carbon movement strategy and be reviewed and updated at least every five years in perpetuity. Character areas for subsidiary travel plans will be agreed with the LPA and should include each to cover all residential area, employment areas, schools, employment sites, the local centre and the rail station.</u>
MM114	73	Policy NS30 Paragraph 10.5	~~A key priority is to reduce the need to travel~~ <u>Key priorities are to reduce the need to travel, promote active and sustainable travel and, as required by Policy NS5, deliver a 20-minute neighbourhood.</u> Layout and service provision should reduce the need to travel and facilitate short, local trips by non-car modes. With 15% (52) of people in the local area already working from home, there is an opportunity for the development at Maltkiln to build on this through the use of technology and on-site facilities to create an

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			environment where this can be encouraged. Containing trips in this way will minimise the amount of vehicles using the wider highway network, in particular the A59. Footnote 52: Taken from Transport and Movement Review (Vectos 2018) Pre-covid levels. Whilst the longer term changes to working patterns are uncertain, it is likely that more of the workforce will continue to work from home on a more frequent basis.
MM115	73	Policy NS30 Paragraph 10.7	Malkiln will be a community where active travel (walking and cycling/ <u>micro-mobility</u>) will be the mode of choice for internal trips.
MM116	74	Policy NS30 Paragraph 10.11	~~A settlement wide Framework Travel Plan shall be prepared in order to set out the actions and measures that will be put in place to support sustainable travel. It should include settlement wide targets (modal split and trip generation) and also include measures to demonstrate how each phase of the development will contribute towards meeting the overall trip budget as well as proposals for on-going trip monitoring.~~ <u>A settlement-wide Framework Travel Plan and subsidiary travel plans tailored to different character areas, demonstrating how use of non-car infrastructure will be supported and encouraged in order to meet sustainable travel targets, are required by Policy NS5. Travel plans will respond to the needs of different demographic groups, such as those with reduced mobility, demonstrating measures to support their adoption of more sustainable travel behaviour."</u>
MM117	74	Policy NS30 Para 10.12	~~Subsidiary travel plans will be required that are tailored to different character areas, such as individual land uses, to demonstrate how the development will contribute to sustainable travel and the mitigation of any significant traffic impacts. Subsidiary travel plans should include measures to demonstrate that the support needed by different demographic groups, such as those with reduced mobility, to enable sustainable travel behaviour will be provided. Further information on travel plans is set out in policy NS5: Net Zero Carbon and Active Travel.~~ <u>The settlement-wide plan will identify settlement-wide sustainable travel targets, to be agreed by the planning authority in discussion with the highway authority, such as for trip generation, modal split, reduced single-occupancy private car trips etc., alongside measures demonstrating how these targets and the overall trip budget, as required by Policy NS37, will be met. Travel plans will include all relevant</u>

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			<u>elements of the net zero carbon movement strategy and all component strategies, such as the 'last-mile' strategy and residential parking strategies, and demonstrate how each phase of development will contribute to meeting the targets. Travel plans will also demonstrate effective approaches to monitoring progress in meeting targets that will inform reviews and regular updates. Where monitoring identifies targets are not being met adequate mitigation would need to be agreed. Further information on monitoring elements of the net zero carbon movement strategy is set alongside Policies NS5 and NS6.</u>
MM118	75	Policy NS31	• Giving priority to walking and cycling/<u>micro-mobility</u> routes within the new settlement connecting to key destinations, including the local centre, Cattal Station, bus stops, schools and employment • <u>A</u> series of direct, segregated cycle routes connecting key origins and destinations • Permeable street networks that provide attractive, safe and direct pedestrian links • A circular <u>multi-user</u> green loop to provide a route around the community, linking with Cattal, Kirk Hammerton and Green Hammerton as indicated on the <u>indicative</u> Development Framework • <u>A</u> new pedestrian and cycling bridge across the rail line at Cattal Rail Station alongside additional cycling and pedestrian crossing point at the vehicular bridge as indicated on the Development Framework • Improved pedestrian and cycle access across the rail line at Gilsthwaite Lane and where other level crossings are closed • Creation of safe pedestrian and cycling crossing points over the A59 • Linking the new settlement to the wider Public Rights of Way network • <u>E</u>nsuring future strategic connections are not compromised
MM119	75	Policy NS31 Paragraph 10.13	~~Walking and cycling should be the natural choice~~ <u>Policy NS5: Net Zero Carbon Movement and Active Travel requires delivery of a 20-minute neighbourhood where walking cycling and micromobility are the preferred choice</u> for accessing local services, facilities and public transport. This will be achieved by providing a network of coherent, direct, safe, comfortable and attractive walking and cycling routes throughout the new settlement and to nearby communities. These routes should be designed to ensure

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			they are easily accessible for all, including for users of wheelchairs, mobility scooters and those with pushchairs.
MM120	75	Policy NS31 Paragraph 10.16	Intrinsic to encouraging walking and cycling is to address severance issues caused by the rail line and the A59. A grade separated crossing (a bridge) should be provided alongside additional walking and cycling crossing point at the vehicular bridge as indicated on the Development Framework. The bridge should provide for step free access to Cattal rail station. Improved walking and cycling access across the rail line should be facilitated at Gilsthwaite Lane underpass. Safe crossing points over the A59 <u>for non-motorised users</u> should be agreed as part of the masterplanning process.
MM121	77	Policy NS32	Cycle parking should be provided ~~at to at least the minimum~~ expected standards set out in table 10.1 7.4
MM122	77	Policy NS32 Paragraphs 10.20 to 10.24	~~10.20 The provision of safe, secure and easily accessible cycle parking is important to encourage cycling. Convenience and security are important considerations when providing cycle parking. This applies equally to provision within new residential development as to trip destination parking.~~ <u>10.20 In order to enable residents and visitors to Maltkiln to make use of the network of cycleways required by the DPD so that cycling, alongside walking, can become the natural choice for accessing local services and facilities, and the vision for Maltkiln of being a place where people are not dependent on a car can be realised, it will be vital to ensure that adequate levels of appropriate cycle parking and storage infrastructure are provided.</u> <u>10.XX As set out in the New Settlement Climate Change Strategy, the transition to electric vehicles alone will not be sufficient for Maltkiln to achieve net zero carbon movement in-line with the council's 2038 net zero carbon economy ambition and, therefore, securing modal shift from cars alongside trip substitution will be essential to help reduce carbon emissions. To encourage modal shift to cycling, cycle parking will need to be safe, secure and easily accessible so that cycling is a realistic and attractive alternative.</u> <u>10.21 As such, convenience and security will be important considerations when providing cycle parking, whether in residential settings or as trip destination parking. In new residential development covered, secure cycle parking should be provided that is readily accessible without the need to go through the</u>

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			house. For apartments, this should comprise communal, secure parking close to the entrance of the block. 10.22 Trip destination cycle parking should be located in an area which has regular passing pedestrian traffic. This provides informal supervision and increases the security of the facilities. Short stay parking should be located as close as possible to the destination and need not necessarily be undercover. Long stay cycle parking should be provided where the user is expected to stay for more than 3 hours. This should be located near to the destination, be covered and secure. 10.23 Cycle parking should consider the needs of all potential users and the range of cycles which will use the facilities including non-standard and electric bikes. 10.XX <u>To ensure that all initial and later residents are enabled and encouraged to make cycling the natural choice for accessing local services and facilities from the outset, and to compliment the requirement for delivery of cycleways in the earliest phases, adequate levels of cycle parking must be provided from first occupation. This includes ensuring that dwellings have sufficient levels of cycle parking for their expected level of occupancy. While some residents may be unable to cycle or may chose not to cycle, given the nature of the residential cycle parking required, it is necessary to ensure that this is available at all dwellings (with the exception of relevant specialist housing), particularly those without garages, to ensure the needs of later residents over the lifetime of the development can be met without the need for retro-fit building works as these may be expensive and in some cases, such as with some smaller properties, not possible.</u> 10.24 ~~Table 7.4~~ <u>Table 10.1</u> below sets out the <u>expected minimum</u> standards required for cycle parking. These have been informed by minimum quantity standards recommended in Local Transport Note (LTN) 1/20 and are considered an appropriate starting point for a newly planned settlement where significant cycle infrastructure is required to help achieve the vision of a place where people are not dependent on a car. An assessment should always be made as to whether an increase above the <u>expected minimum</u> standards is necessary or advantageous, for example within the local centre. A significant number of secured and covered cycle parking spaces should be provided at Cattal Station; the number to be agreed with the Local Planning Authority, in consultation with Network Rail.

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MM123	77	Policy NS32 Table 10.1	Amend the column heading in Table 10.1 from 'Minimum requirement' to ' <u>Expected</u> Requirement'
MM124	79	Policy NS33	The station should provide inclusive accessibility, including for users of wheelchairs, mobility scooters and those with pushchairs <u>where practicable</u>. Changes to the following level crossings should be provided in accordance with timescales agreed in writing with Network Rail (or successor organisation): Cattal <u>station</u>: The <u>level</u> crossing should be closed and replaced with step-free access to provided to serve the station platforms
MM125	79	Policy NS33 Paragraph 10.27	It is recognised that delivering enhanced facilities for Cattal Station will be dependant on achieving agreements with Network rail and landowners. Where such agreements cannot be reached, alternative provision <u>for those facilities which do not require a specific station location</u> may be proposed in close proximity to Cattal Station.
MM126	81	Policy NS34 Paragraph 10.35	It is important that bus services are ~~provide from first occupation~~ <u>provided early in the development process</u> so that new residents and those visiting for work or leisure get in to sustainable travel habits from the outset. Developer contributions will be required to support measures that encourage bus usage.
MM127	82	Policy NS35	Primary routes will convey traffic within Maltkiln ~~and~~ , provide access to the A59 and <u>facilitate access to the A168</u> . They should be designed to accommodate segregated cycle infrastructure and wide pedestrian pavements to mitigate dominance from the carriageway.
MM128	83	Policy NS36 Bullet 2	Amend as follows: Measures to mitigate and improve the highway network will be required and will include: • <u>facilitating access to</u> a new link road connecting Maltkin at the south to the A168, running parallel to Scate Moor Lane as ~~shown~~ <u>indicated</u> on the <u>indicative</u> Development Framework

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MM129	85	Policy NS37	~~A car parking ratio of 1 space per home or less, unless applicants can demonstrate a clear car parking reduction strategy, including timescales, for how they will achieve the target if this is not achievable on first occupation. This strategy may include higher levels of provision in early years to avoid parking littering, but these should be largely unallocated spaces which can be reallocated to other uses over time in line with monitoring and review at least every five years in perpetuity;~~ <u>Residential car parking will be planned and delivered in-line with an approved residential parking strategy, as required by policy NS5. Off-plot residential parking spaces will be:</u> <u>Located and designed to reduce the potential for crime and anti-social behaviour;</u> <u>Easily accessible and near to the homes they serve, particularly where they may serve needs arising from homes built to the wheelchair accessible or adaptable standards;</u> <u>Owned and managed by an appropriate stewardship body that enables residents to apply and, where appropriate, secure individually allocated parking in response to their needs;</u> <u>A sufficient size to provide easy access to the sides and back of vehicles for loading/unloading.</u>
MM130	Pages 85 and 86	Policy NS37 Paragraphs 10.46 and 10.47	~~10.46 The level of car parking provided in Maltkiln is an important factor in influencing residents and those visiting Maltkiln for work or leisure to make more sustainable travel choices. A more restrictive approach to car parking is important to support the principle of the trip budget. Therefore, the ambition is for 1 space per home or less. However, it is recognised that higher levels of provision may be necessary in early years to ensure a high quality environment. The majority of spaces should be unallocated, with ownership vested in an appropriate stewardship vehicle, so that spaces can be reallocated over time if evidence of changing demand is revealed. Regular monitoring of their use through remote or traditional surveys, supported by provision of non-car infrastructure and services and targeted travel plans to facilitate modal shift should enable this to happen.~~ <u>10.46 Arrangements for car parking, in particular residential parking, and electric vehicle charging will be important factors in influencing whether residents and those visiting Maltkiln for work or leisure make more sustainable travel choices. A considered approach to residential car parking is important to encourage net zero-carbon travel, support the principle of the trip budget and to help deliver on the vision that Maltkiln will be a place where people are not dependent on a car. Policy NS5: Net Zero Carbon</u>

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			<u>Movement and Active Travel requires a residential parking strategy showing how the design and delivery of development Maltkiln will seek to achieve the ambition of a settlement where residential parking needs can be met by a car parking ratio of one space per home (or less). Further requirements for the strategy are set out in policy NS5. This includes measures to ensure that the level of provision does not lead to parking littering, as well as an approach to enable that where spaces above the target of one per home are provided, these additional spaces can be reallocated to other uses in future should they no longer be required for car parking.</u> ~~10.47 Unallocated parking that serves residential needs should be easily accessible and near to the homes they serve. This is particularly important for dwellings designed as wheelchair accessible or wheelchair adaptable homes, where the use of 'disabled-only' restrictions should also be considered. Management of unallocated parking by a stewardship vehicle must include the ability for residents, where appropriate, to apply and secure a 'disabled-only' restriction, for example, if their needs change.~~ <u>10.47 Where residential car parking is provided off-plot, these will be easily accessible to the homes they are intended to serve. This is particularly important where they may serve needs arising from homes built to the wheelchair accessible or adaptable standard, where the use of 'disabled-only' restrictions should also be considered. To support future reallocation to other uses they will be owned and managed by an appropriate stewardship body. This body will have arrangements for residents to apply and secure individually allocated parking in response to their needs, including responding appropriately to accommodate needs that change over time, such as the ability to secure disability parking, where appropriate. These off-plot spaces will be a sufficient size to provide easy access to the sides and back of vehicles for loading/unloading so that they are as usable as typical driveway parking.</u>

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MM131	89	Section/Chapter 11	Remove Table 11.1 from the DPD and move to the accompanying Infrastructure Delivery Plan (IDP)
MM132	87	Policy NS38	<u>Policy NS38: Infrastructure Delivery</u> <u>The Council will require developers to provide for, or contribute towards, the infrastructure and mitigation measures necessary to support the delivery of the Maltkiln New Settlement Allocation.</u> <u>Applications for development of the Maltkiln New Settlement Allocation must provide development in line with the requirements set out within the Harrogate District Local Plan and this DPD, including an allocation wide masterplan (as required by Policy NS3).</u> <u>An allocation wide infrastructure delivery strategy, a phasing strategy and a financial appraisal should be submitted to the Local Planning Authority for approval as part of the planning application to demonstrate compliance with this policy. These documents will be a material consideration in the determination of the planning application and all subsequent applications. All applications determined should accord with the approved documents unless otherwise agreed by the local planning authority.</u> <u>Infrastructure Delivery Strategy</u> <u>The allocation-wide infrastructure delivery strategy will demonstrate that the development of the Maltkiln New Settlement Allocation will deliver, in a timely manner, sufficient infrastructure to cater for the needs of the allocation as a whole and also mitigate to an acceptable level the effects of the whole development upon the surrounding area and community; this will include:</u> • <u>The infrastructure, as set out in the Council's Maltkiln Allocation Infrastructure Delivery Plan (IDP) and all other infrastructure identified in technical assessments to mitigate the impact of the development, to be implemented before or alongside development in accordance with a phasing strategy approved by the local planning authority.</u>

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			• <u>Sustainable transport measures and other infrastructure requirements, including measures to mitigate impacts upon the local and strategic road network.</u> <u>Phasing Strategy</u> <u>The allocation-wide phasing strategy will set out the proposed phasing of the strategic allocation, including the relevant land uses and infrastructure delivery for each phase.</u> <u>Financial Appraisal</u> <u>An allocation-wide financial appraisal, in a format to be agreed in advance with the local planning authority and in accordance with relevant guidance, reporting on financial viability issues associated with the development.</u> <u>Phase specific requirements</u> <u>To be acceptable, planning applications that cover a phase or part of the allocation area must be accompanied by an application-specific masterplan and infrastructure delivery statement for approval by the local planning authority that relates to the application site phase and sets out:</u> <u>1. Site-specific infrastructure requirements and how these relate and adequately contribute to the allocation-wide infrastructure delivery strategy;</u> <u>2. Details of proposed development and its phasing, proposed triggers/thresholds for the delivery of associated infrastructure and how in each case these relate and adequately contribute to the allocation-wide masterplan, infrastructure delivery strategy and to the phasing strategy and conform with the policies of the Development Plan; and</u> <u>3. A financial appraisal in a format to be agreed in advance with the local planning authority and in accordance with relevant guidance, reporting on financial viability issues associated with the development and its relationship and contribution to the allocation-wide financial appraisal and justifying the form and content of the proposals applied for in respect of the relevant phase or part (including the amount and type of affordable housing and land reserved for custom or self-build homes).</u>

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MM133	87	Policy NS38 Justification paragraphs	<u>Justification</u> <u>A comprehensive approach to development of the Maltkiln New Settlement Strategic Allocation is required in order to ensure the effective delivery of common infrastructure in a co-ordinated and timely manner.</u> <u>HDLP Policy TI4 Delivery of New Infrastructure sets out an expectation that developers will make reasonable on and off-site provision and or contributions towards infrastructure and services in order to cater for the needs generated by development.</u> <u>The policy states that new infrastructure must be operational no later than the appropriate phase of development for which it is needed. Policy TI4 was informed by an Infrastructure Delivery Plan (IDP) which identified the infrastructure and services required to support the level of planned growth in the district, informed by an assessment of infrastructure requirements/capacity.</u> <u>Building upon the information contained within the HDLP IDP, a Maltkiln Allocation Infrastructure Delivery Plan has been prepared, seeking to provide updated information in relation to infrastructure requirements. The information within the IDP, along with technical assessments undertaken by developers and site masterplanning work, will further inform the assessment of infrastructure requirements to cater for the needs of the allocation area as a whole and also mitigate to an acceptable level the effects of the whole development upon the surrounding area and community.</u> <u>The Maltkiln Allocation IDP contains a schedule of Infrastructure requirements and should be used as the starting point for discussions regarding infrastructure provision. The Infrastructure Delivery Plan will be updated by the Council as and when required.</u> <u>Requirements for applicants to prepare an allocation-wide infrastructure delivery strategy, phasing strategy and financial appraisal should be discussed with the Council early at the pre-application stage and submitted to the Council for approval. The financial appraisal submitted should be prepared in line with the recommended approach within national planning guidance and undertaken by an appropriately qualified person, in line with the relevant RICS Guidance. The approved allocation-wide infrastructure delivery strategy, phasing strategy and financial appraisal</u>

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			<u>will be material considerations in the determination of planning applications. Where required financial appraisals contain confidential information and are provided on a commercially confidential basis, appropriate measures in relation to confidentiality will be put in place.</u> <u>The New Settlement allocation is made up of land parcels in multiple ownerships, which are subject to more than one promotion agreement. It is expected that landowners will work together to ensure a holistic solution to the provision of adequate infrastructure across the whole allocation, in line with the policies of this. DPD. It is anticipated that the identified infrastructure will be delivered in standalone applications or that that landowners will enter into appropriate equalisation or collaboration agreements to deliver common infrastructure as necessary. A fair and reasonable mechanism for apportioning the in-kind provision of infrastructure and/or costs should be agreed. This is necessary to secure a comprehensive approach to masterplanning and infrastructure delivery for the allocation area as a whole and to ensure that proposals for part of the allocation help deliver a high quality cohesive place that meets overall policy objectives and do not prejudice future phases of development or infrastructure provision.</u> <u>In order to ensure that the relevant infrastructure is delivered as and when required, the Council will implement a robust monitoring and review process to help inform the consideration of S106 requirements on a phase by phase basis, along with identifying appropriate delivery mechanisms.</u>

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MM134	105	New Appendix - Glossary	<u>Some of the terms used in this DPD are technical and legal out of necessity. This glossary aims to explain these terms in plain English. It does not cover every eventuality, but provides definitions of the most common phrases and terminology.</u> <u>Affordable housing: Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.</u> <u>Allocation: A site identified in this DPD as being appropriate for a specific land use(s) in advance of any planning permission</u> <u>Biobased construction materials: Construction materials that are derived from living organisms such as plants, which have been processed into a functional product. These materials can take many forms and perform distinct roles, with the required levels of initial processing varying with each material and application. Recognised examples include timber, hemp, straw, and wood-fibre. Not all biobased construction materials are grown and harvested specifically for a construction purpose- the biomaterial input could be a by-product, waste from another manufacturing process, or recycled material. Examples include sawn softwoods or manufactured plywood, cross-laminated timber and other plant fibre insulations.</u> <u>Biobased supply chain: The network of companies and people involved in the production and delivery of a biobased construction product.</u> <u>Biodiversity: A general term for the extent of variety of life on Earth or any given part of it. The variety is considered in terms of species of plants, animals and microorganisms, and the ecosystems of which they are part.</u>

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			<u>Biodiversity Action Plan (BAP): UK's initiative to maintain and enhance Biodiversity generally prepared by local authorities.</u> <u>Built fabric: The structural materials, cladding, insulation, finishes, etc., that enclose the interior of a building, separating the internal from the external. For the purposes of policy NS7, this comprises the elements of a building's fabric that have potential to reduce operational energy use.</u> <u>Development management: Development management is the process of regulating new development by granting or refusing applications for planning permission, and of controlling unauthorised development.</u> <u>Embodied Carbon: The emissions and removals associated with materials and construction processes.</u> <u>Green blue infrastructure: A network of multifunctional greenspace, urban and rural, capable of delivering a wide range of environmental and quality of life benefits for local communities. It includes parks, open spaces, playing fields, woodland, street trees, allotments and gardens, as well as rivers, canal and other water bodies.</u> <u>Heritage asset: Parts of the historic environment that have significance because of their historic, archaeological, architectural or artistic interest. They include designated heritage assets (such as listed buildings and conservation areas) and assets identified by the local planning authority during the process of decision-making or through the plan-making process.</u> <u>Highways England: Executive agency of the Department for Transport who manage and maintain the motorway and trunk road network in England. Historic England: Executive non-departmental public body sponsored by the Department for Culture, Media and Sport that looks after England's historic environment.</u> <u>Historic environment: All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.</u>

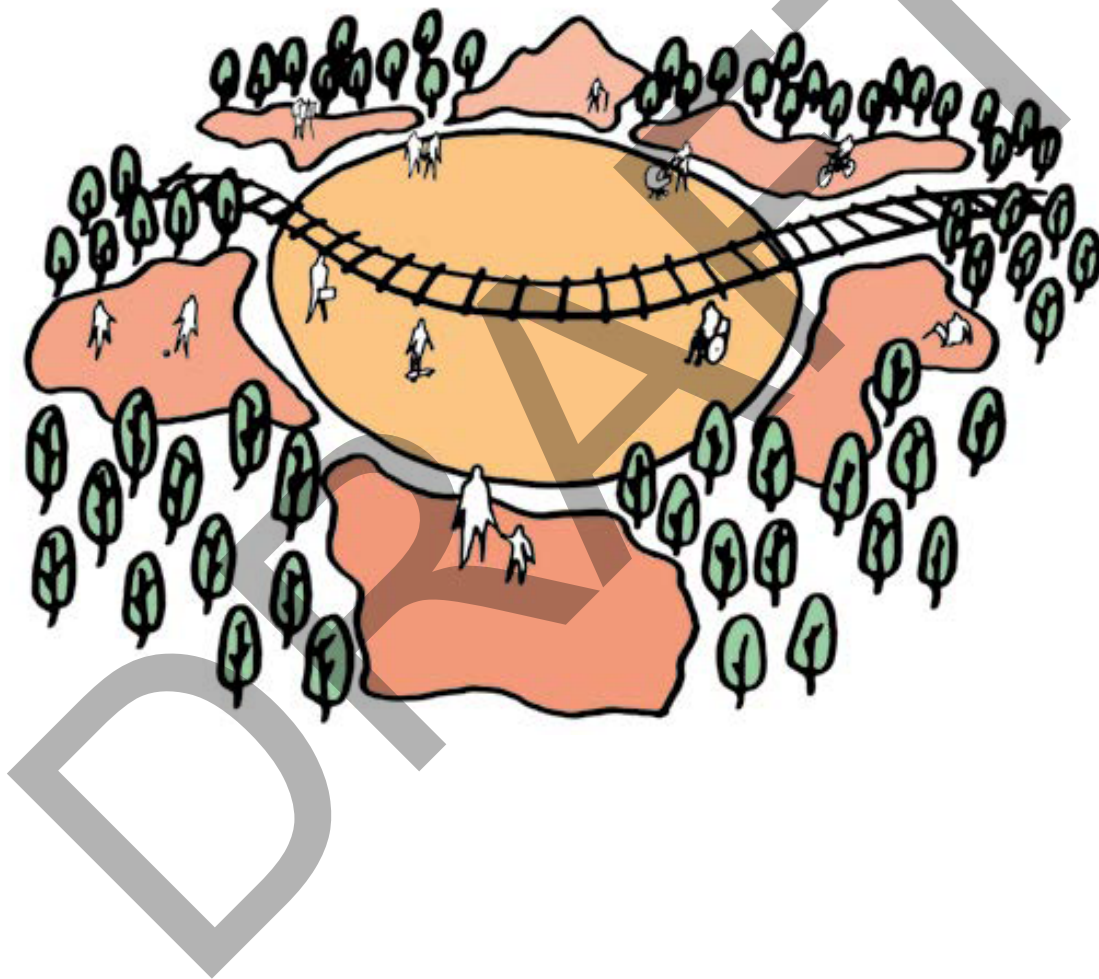
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			<u>Housing and Economic Development Needs Assessment (HEDNA): An assessment undertaken to establish the objectively assessed housing figures for the former Harrogate District taking account of a number of factors that influence housing need. It also considers the level of affordable homes needed per annum and provides information about the type and size of homes that will be needed. The HEDNA also makes an assessment about the amount of employment needed for the plan period.</u> <u>Infrastructure Delivery Plan: An Infrastructure Delivery Plan has been prepared to support the development of this DPD. The IDP identifies the key infrastructure necessary to facilitate and support the development of the new settlement in a timely, co-ordinated and sustainable way.</u> <u>International, national and locally designated sites of importance for biodiversity: All international sites (Special Areas of Conservation, Special Protection Areas, and Ramsar sites), national sites (Sites of Special Scientific Interest) and locally designated sites including Local Wildlife Sites.</u> <u>Micromobility: The use of a range of small, lightweight vehicles or devices that are generally electric or human powered and driven by users personally, usually over short distances within urban environments. Micromobility devices include velomobiles, e-bikes, cargo bikes, electric scooters, electric skateboards, and electric pedal assisted (pedelec) bicycles. Whilst identified separately within the DPD, micromobility devices also include bicycles and shared bicycle fleets. Although not typically considered a vehicle, for the purpose of the DPD, micromobility should also be taken to include wheelchairs on the basis that these are devices used for individual transportation and are typically an essential mobility aid.</u> <u>Natural England: Executive non-departmental public body sponsored by the Department for Environment, Food and Rural Affairs who act as the government's advisor for the natural environment in England, helping to protect England's nature and landscapes for people to enjoy and for the services they provide.</u> <u>National Planning Policy Framework (NPPF): The NPPF forms the national planning policies that Local Planning Authorities need to take into account when drawing up their Local Plan and other</u>

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			<u>documents and making decisions on planning policies. The NPPF is published by the Department of Communities and Local Government.</u> <u>Net Zero Carbon: Achieving a balance where the amount of carbon dioxide released into the atmosphere is equivalent to the amount removed from the atmosphere. The Climate Change Act 2008 sets a legal requirement for the Government to reduce net carbon and other greenhouse gas emissions to zero by 2050. The Council's Carbon Reduction Strategy sets out a vision for a net zero carbon economy by 2038 and the policies in the DPD seek to reduce carbon emissions at Maltkiln in pursuit of this ambition.</u> <u>Net Zero Carbon District by 2038: For Harrogate District to have a net zero-carbon economy by 2038 (as defined by Harrogate Borough Council's Carbon Reduction Strategy).</u> <u>Net Zero Carbon Energy Strategy: A strategy demonstrating how the energy needs of the development will be met in-line with the requirements of policy NS7: Net Zero Carbon Energy Supply and Use.</u> <u>Net Zero Carbon Movement: Where all journeys are made by means that maintain a balance between the amount of carbon dioxide released into the atmosphere and the amount removed from the atmosphere. In practice this means journeys by active travel or journeys powered by net zero carbon power sources.</u> <u>Net Zero Operational Carbon: Energy use is minimised and energy consumed is generated on or off-site using renewable sources.</u> <u>Operational Carbon: The greenhouse gas emissions arising from all energy consumed by an asset in-use.</u> <u>Self-build and custom-build housing: Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.</u>

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			<u>Site of Special Scientific Interest: Sites designated by Natural England under the Wildlife and Countryside Act 1981.</u> <u>Sustainable drainage systems (SuDS): Sustainable drainage is an environmentally friendly way of dealing with surface water run-off, which avoids the problems associated with conventional drainage practice.</u>

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New Settlement (Maltkiln) Development Plan Document (DPD)



August 2025

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Introduction 1

- 1.1** The New Settlement (Maltkiln) DPD sets a clear and ambitious vision for Maltkiln and a policy framework to guide how it is developed. The DPD, once adopted, will form part of the Development Plan for the Harrogate District and will be used in the determination of planning applications in the area.
- 1.2** Development of the New Settlement is a key part of the district's growth strategy, providing much needed homes and jobs in a sustainable location along the York-Harrogate-Leeds rail line. The broad location for the settlement was established in the Harrogate District Local Plan 2014-35 after a rigorous process of consultation and examination. Work on the New Settlement DPD has involved a number of stages and further engagement with communities and specialist organisations. The DPD is a starting point for the New Settlement, setting out key requirements, expectations and ambitions. It is expected that more detailed masterplanning and engagement will inform the development of subsequent phases.
- 1.3** The DPD should be read alongside the Local Plan 2014-35 (or any subsequent updates) and Policy S02 of the North Yorkshire County Council, the City of York and the North York Moors National Park Authority Minerals and Waste Joint Plan.

2 Vision and Objectives

- 2.1** The vision sets out what the New Settlement should look and feel like. ⁽¹⁾ The objectives and policies in this DPD set out to achieve this vision.

Vision

Maltkiln is a settlement with a distinctive identity where people want to live, work and spend time. Developed around convenient rail access to Harrogate, Leeds and York, the village set in an enhanced rural landscape of farmland, woodland and wetland; beyond which lies characterful historic villages and formal gardens.

The heart of the community is a vibrant new local centre, easily accessible to the community and provides convenient rail access and employment opportunities. With a range of shops, cafes, services and facilities, the local centre is an attractive place to spend time and caters for most day-to-day needs. It also provides additional services to nearby residents to complement those available in other villages.

Maltkiln is a desirable place to live, with characterful mixed neighbourhoods providing a wide range of house types and tenures along attractive village streets and tree-lined avenues. But it's also a great place to work, with workspaces and home-working supported by unrivalled connectivity.

It's a place where people are not dependent on a car. It has a network of safe and attractive walking and cycling routes which connect people, places and facilities, including nearby villages; while bus and train links enable longer journeys.

Attractive and accessible green spaces both within and around the village provide increased space for nature, as well as placing recreational opportunities close to the community and contributing to climate change resilience.

Maltkiln is a sustainable settlement designed to cope with the impacts of a changing climate where people can enjoy net zero carbon living.

Objectives

Design quality & local character

Objective: To promote high quality, locally distinctive design that creates a unique sense of place. Design elements should include a well connected tree lined street network, village and linear greens and parkland.

Relevant policies: NS1, NS3, NS12, NS14, NS15, NS16, NS20

1 This vision looks 30 years ahead in line with requirements set out at para 22 of the NPPF 2021.

Vision and Objectives 2

Village relationships

Objective: To provide positive relationships with nearby villages including landscape buffers, convenient connections and services that complement the existing provision.

Relevant policies: NS2, NS3, NS12, NS30, NS31

Sustainable travel

Objective: To create a community that enables a hierarchy of travel choices with walking and cycling ahead of public transport followed by private car use. Including:

- A mixed-use community with services and facilities in convenient and accessible locations
- A network of safe and attractive walking and cycling routes suitable for micro-mobility
- Enhanced bus and train provision and facilities
- Mitigating the impacts of additional car usage

Relevant policies: NS1, NS3, NS5, NS9, NS30, NS31, NS33, NS34, NS37

Climate Change

Objective: To respond positively to the challenges of climate change by:

- Reducing carbon emissions in pursuit of the council's 2038 net-zero ambition through a focus on net zero carbon travel and operational emissions, and use of improving best practice to reduce embodied carbon throughout the whole life-cycle of development.
- Delivering a settlement that is resilient to a wide range of predicted climate change impacts, where development is not at risk of flooding now or in the future and contributes positively to the resilience of wider communities.

Relevant policies: NS1, NS3, NS4, NS5, NS6, NS7, NS8, NS9, NS10, NS11, NS12, NS30

Facilities and Local Centre

Objective: To provide a vibrant centre including shops, schools and services that forms a 'heart' for the community. The centre should be well connected to the rail station and provide services for nearby villages and parishes.

Relevant policies: NS1, NS3, NS9, NS20, NS29, NS30

2 Vision and Objectives

Landscape and open space

Objective: To create an accessible landscape framework that:

- works with local topography – its hills and field boundaries, becks and woodland
- incorporates new distinctive parks and gardens and connects spaces to places.
- creates places for nature and delivers biodiversity benefits

Relevant policies: NS1, NS3, NS12, NS13, NS14, NS15

Historic environment

Objective: To conserve and enhance the significance of heritage assets, including their setting, and respond positively to the historic landscape context of the area.

Relevant policies: NS16, NS17, NS18, NS19, NS20, NS21

Housing mix and neighbourhoods

Objective: To provide a mix of homes in varied sustainable neighbourhoods that satisfy local needs and support economic growth.

Relevant policies: NS1, NS3, NS9, NS22, NS23, NS24, NS25

Deliverability

Objective: To promote a planned and phased approach that is economically sustainable, commercially aware, engages with delivery / management bodies and involves cross sector collaboration.

Relevant policies: NS3, NS22, NS26, NS28

Jobs and skills

Objective: To provide the potential to create local jobs and support skills development through traditional employment sites, finer grain opportunities in centres and home-working environments.

Relevant policies: NS1, NS6, NS9, NS26, NS27, NS28

Vision and Objectives 2

Engagement and stewardship

Objective: To provide long term involvement opportunities for growing local communities to guide place making and stewardship supported by effective governance.

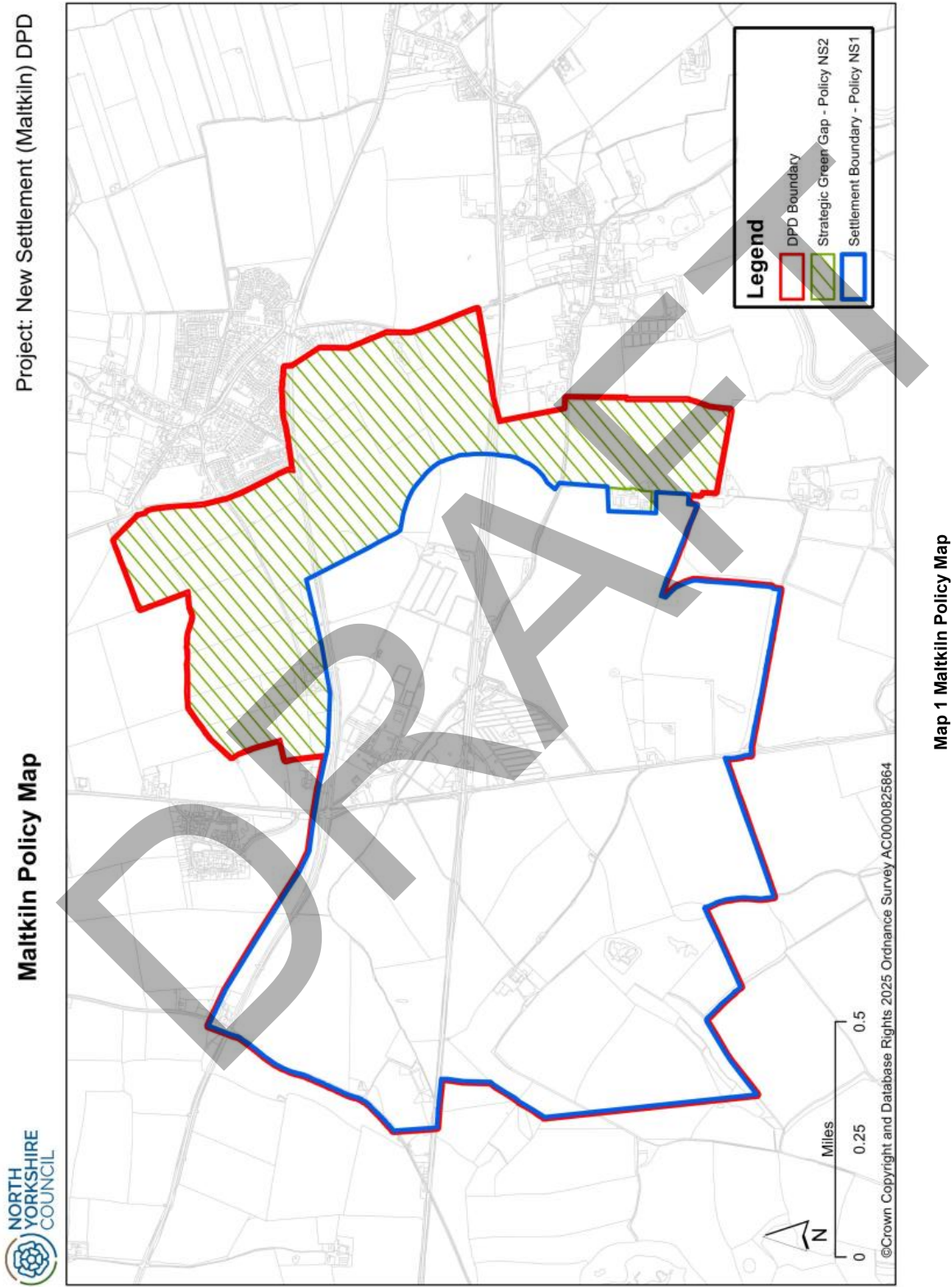
Relevant Policies: NS9, NS10, NS12, NS26

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3 Site Context and Policies Map

- 3.1** Maltkiln is situated on the York-Harrogate-Leeds railway line, offering excellent sustainable transport links to Harrogate, Knaresborough, York and Leeds. It is bounded by the A59 to the north and the A1(M) lies to the west.
- 3.2** The surrounding countryside is populated by villages of varying sizes, including Whixley to the north, Kirk Hammerton and Green Hammerton to the east and Cattal to the south. Each of these villages have a number of distinct characteristics and assets which the development of Maltkiln will respect.
- 3.3** The land within and surrounding Maltkiln currently consists mainly of arable and pasture farmland, with the River Nidd to the south running from the south-west to the north-east.
- 3.4** Johnsons Nursery, a successful local business, currently occupies a number of sites within the Maltkiln New Settlement Strategic Allocation. The Nursery has identified a re-location site and is currently working to secure planning permission.
- 3.5** The National Planning Policy Framework (NPPF) requires land-use designations and allocations to be identified on a policies map. Planning Practice Guidance states that the policies map should illustrate geographically the policies in the plan and be reproduced from, or based on, an Ordnance Survey map. If the adoption of a Development Plan Document (such as the New Settlement DPD) would result in changes to a previously adopted policies map, when the plan is submitted for examination, an up to date submission policies map should also be submitted, showing how the adopted policies map would be changed as a result of the new plan. In accordance with the requirements above, this policies map sets out the proposed amendments from the adopted policies map for the Harrogate District Local Plan (2020).

Site Context and Policies Map 3



4 Development Framework

- 4.1** The NPPF states that all plans should promote a sustainable pattern of development that seeks to meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change and adapt to its effects. It also states that the overall strategy for the pattern, scale and design quality should be set out and sufficient provision made for:
- housing, employment, retail, leisure and other commercial development;
 - infrastructure for transport, utilities
 - community facilities
 - conservation and enhancement of the natural, built and historic environment
- 4.2** Policy DM4 of the Harrogate District Local Plan identifies land in the Green Hammerton/Cattal area as a broad location for growth during the plan period and beyond. The boundary, nature and form of the new settlement is established through this DPD and the masterplans produced at each detailed stage of planning application submission. Policy DM4 also outlines the principles and requirements for the design which are outlined in Policy NS1.

NS1: Maltkiln New Settlement Allocation

Policy NS1: Maltkiln New Settlement Allocation

Maltkiln New Settlement, as shown on the policies map (Map 1), is a strategic allocation for mixed use development.

As a minimum, Maltkiln must provide:

- at least 3000 dwellings
- 5 hectares of employment land
- on site education, health, retail, community and other services and facilities and a local centre
- sufficient open spaces and informal and formal recreational facilities
- supporting transport infrastructure
- appropriate public transport
- a comprehensive network of walking and cycling routes suitable for micro-mobility
- a connected network of green infrastructure
- biodiversity enhancements and appropriate landscaping
- appropriate measures to mitigate flood risk

The boundary of site Maltkiln New Settlement as shown on the policies map, will form the development limit for the new settlement.

A detailed masterplan shall be prepared for the whole allocated site in line with Policy NS3 and all applications must be consistent with this.

An indicative internal layout which includes the key land uses, land parcels and corridors within Maltkiln is shown on the Indicative Development Framework (Map 2).

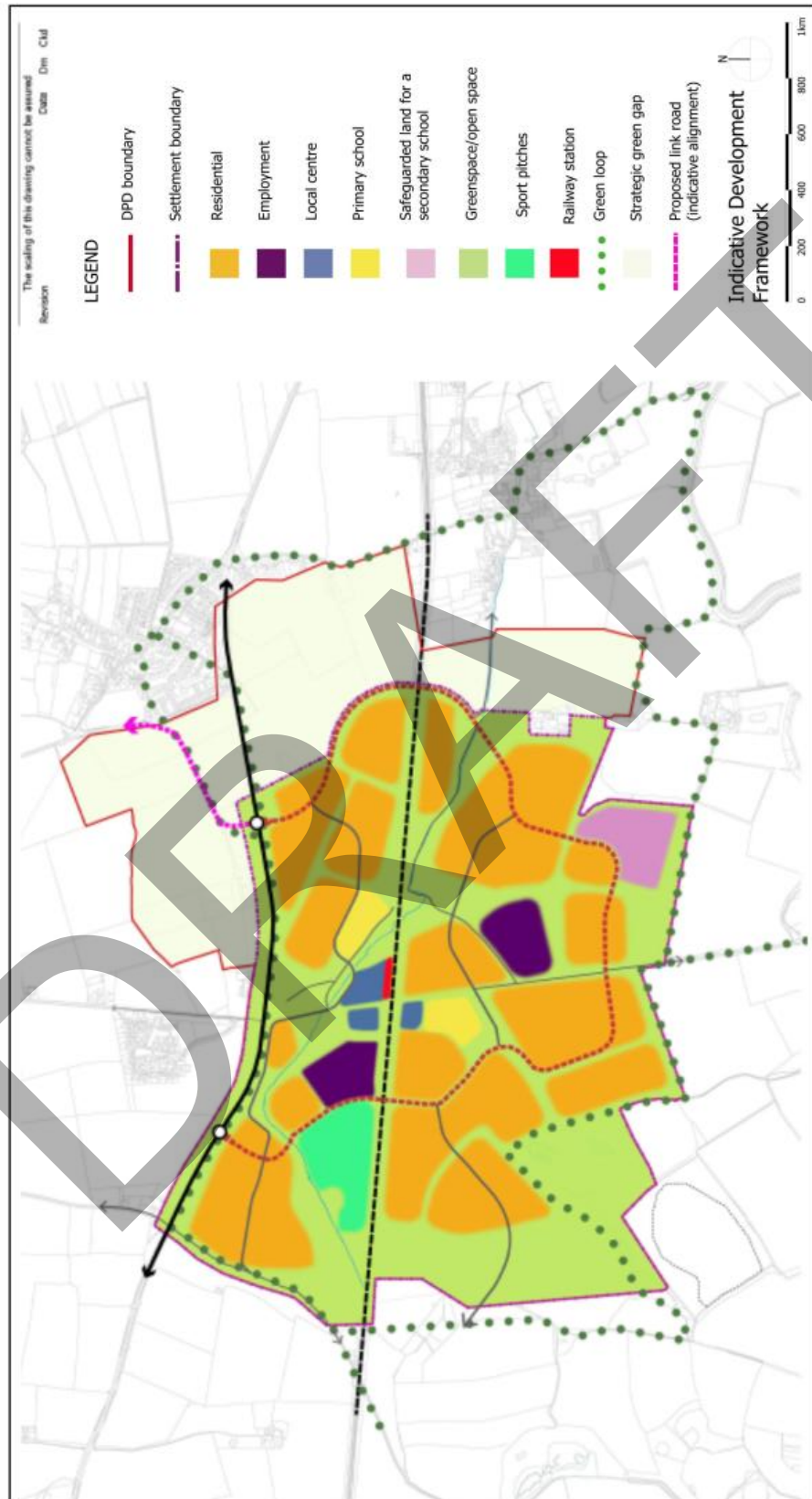
Development Framework 4

Justification

Policy DM4 of the Harrogate District Local Plan identifies land in the Green Hammerton/Cattal area as a broad location for growth during the plan period and beyond. Policy DM4 also outlines the principles and requirements for the design of a new settlement. The boundary of the new settlement site allocation is established through this DPD. Further detail is set out in Policy NS3 and the policies and justification text in the subject chapters.

- 4.3** The DPD, and the Maltkiln New Settlement Allocation, seek to create a mixed-use settlement, where people have access to homes, a wide range of employment types, local services and facilities, public transport and open spaces. This mix of uses is focused around the Cattal rail station and the new local centre enabling the residents to benefit from key walking, cycling and public transport corridors.
- 4.4** The boundary of Maltkiln New Settlement as shown on the policies map, will form the development Limit for the new settlement. Within this boundary, it is expected that in line with Local Plan Policy DM4, at least 3000 homes and associated uses including employment, education, community, retail, health, leisure and green spaces will be developed.
- 4.5** Maltkiln will include around 5 hectares of employment land to provide a mix of employment uses including those in Use Classes E(c)/E(g)/B2 and B8. Provision should also be made for one local centre of a scale suitable to provide for a mix of services and facilities to meet the day to day needs of residents, including retail, primary health care, meeting places and other community needs and office uses.
- 4.6** It is expected that all the required pre-school and primary educational needs will be met on site. The education authority (North Yorkshire Council) have identified the requirement for two primary schools, both with nursery provision, one of which should be provided in an early phase of the development. The indicative location of these are indicated on the Development Framework (Map 2). With regards to secondary provision, the size of Maltkiln is not such that it will generate sufficient pupils to require the provision of a new secondary school; instead a financial contribution will be sought to facilitate the expansion of Boroughbridge High School on to land already allocated within the adopted Local Plan. However, Policy NS28 also safeguards land within Maltkiln for future secondary provision should this be required in the future.

4 Development Framework



Map 2 Indicative Development Framework

Development Framework 4

NS2: Strategic Green Gap**Policy NS2: Strategic Green Gap**

Land covered by the Strategic Green Gap designation should be kept free from development in order to protect the rural setting of Kirk Hammerton, Green Hammerton and their respective Conservation Areas.

Development proposals may be permitted if they do not harm, individually or collectively, the open character of the landscape. These may include development for agricultural or recreational purposes.

Provision or improvements to public rights of way will be provided if necessary.

Justification

- 4.7** The concept of a strategic gap is consistent with the NPPF, in that: "Strategic policies....should make sufficient provision for....conservation and enhancement of the natural built and historic environment, including landscapes and green infrastructure" (NPPF paragraph 20) and "Planning policies and decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued landscape" (paragraph 174).
- 4.8** The maintenance of a strategic green gap on the eastern edge of the settlement is considered to be required for the following reasons:
- To protect the distinctive rural character of existing villages and ensure that there is no harm to the Kirk Hammerton or Green Hammerton Conservation Areas
 - To prevent coalescence between Maltkiln and Kirk Hammerton/Green Hammerton
 - To contribute to the achievement of Maltkiln's vision to be a vibrant new community in its own right, which provides new services and complements existing villages

4 Development Framework

NS3: Master-Planning Design Principles

Policy NS3: Master-Planning Design Principles

A detailed allocation wide master-plan must be produced for the new settlement in conjunction with the Council, local community and other stakeholders and be agreed by the local planning authority. The masterplan must be in accordance with the design principles below and informed by the indicative Development Framework. Any application for development should be preceded by and consistent with the masterplan.

Master planning should reflect the detailed strategies and assessments required by climate change policies in this DPD to support the delivery of net zero carbon by 2038 and deliver a climate resilient place. The masterplan should be produced in accordance with the following key design principles:

- A mixed-use local centre should be located directly adjacent to Cattal railway station. Supported by footfall from local employment and high levels of home and hybrid working, the centre should form the 'heart of the community' providing a hub that meets the community's day-to-day needs with a mix of employment uses, flexible co-working spaces, education, shops, community services and other facilities;
- Include land necessary to deliver the 'last-mile' delivery strategy required by policy NS5;
- The residential areas should be provided with accessible open space and green linkages, including through tree-lined streets where appropriate, connecting throughout the settlement providing soft buffers between neighbourhoods as well as providing a net gain and enriching biodiversity, while providing accessible green spaces to residents;
- The proposed residential neighbourhoods should be developed at a range of densities in order to achieve a diverse mix of housing types and tenures;
- Areas at risk of river or surface water flooding now, or expected to be at risk in the future due to climate change, should be incorporated into the green blue infrastructure network in accordance with policy NS11;
- The need to identify the main components of a holistic approved drainage strategy for the whole settlement as required by policy NS11;
- Sufficient high-quality accessible open space should be provided including the provision of parks and gardens, natural and semi-natural green space, outdoor sports facilities, amenity green space, provision for children and young people, allotments and community gardens etc.
- Sustainable drainage systems (SuDS) wetland will be integrated for water management, amenity and biodiversity, as part of green blue infrastructure;
- Existing site conditions such as the landscape topography should be used to create key vistas of the surrounding countryside. Landmarks and gateways should be adopted at prominent locations in order to make visual connections across the development and create a series of integrated neighbourhoods. This should include quality gateways to the north and south of Cattal Station;
- There should be a contextual use of edge treatments across the development. Some outer areas should adopt a soft rural edge to integrate sensitivity into the surrounding landscape, whilst other areas should show urban frontage and interact with key routes through the development;
- A number of integrated character areas that complement existing landscape and settlement features should be adopted to ensure that the new settlement is more than a single place;

Development Framework 4

- Layouts and design should minimise the need to use or own private vehicles by encouraging walking and cycling, enabling public transport- including bus provision along primary routes connecting the residential neighbourhoods to the local centre and strategic destinations, and recognising the changing scope of mobility to accommodate car clubs, on-demand travel and micro-mobility- such as scooters, cargo bikes and mobility vehicles;
- Development that delivers a walkable and connected 20-minute neighbourhood, as required by policy NS5;
- Provision of a clear design vision to create high quality and sustainable buildings and places;
- Legible walking and cycling routes providing safe and direct connections to key destinations within the settlement and beyond;
- Provision of a network of connected walking and cycling routes suitable for recreational trips of varying lengths that include connections to key open space within the settlement, the surrounding countryside and Green Hammerton, Kirk Hammerton and Cattal;
- The layout and design should respond to, protect, and enhance, the historic and natural environment.

Design Codes will be required to be prepared and submitted as part of detailed planning applications for the Local Centre and every phase of the development.

The masterplan shall also be informed by a Health Impact Assessment.

Justification

- 4.9** Successful places are not just about the buildings, spaces and routes but also the diversity and distribution of uses that they facilitate.
- 4.10** The approach to masterplanning at the new settlement will not just be concerned with urban form but instead will seek to integrate a place making framework that will promote a distinct identity and strong sense of place. It aims to facilitate the creation of a healthy, thriving, resilient and cohesive community that sits comfortably within its context and is well integrated with the surrounding landscape and existing local settlements, with a network of connected walking and cycling routes which will involve land outside of the boundary of the settlement. An appropriate delivery mechanism will be explored in partnership with the relevant stakeholders.
- 4.11** Maltkiln will allow for the provision of at least 3000 new homes which has potential for expansion. New housing will be delivered at various densities, sizes and tenures, including affordable housing as required by the Adopted Local Plan.
- 4.12** A new community of over 8000 residents will generate a need for new local facilities. These will be centered between transport networks and will be accommodated within land allocate to a local centre and employment zone. Further bordering the A59 to the north and a proposed arterial street to the west determines this location as the most central and passed through space within the development. This makes the area most appropriate for facilities and services to be located to heighten accessibility for locals and take advantage of passing trade.
- 4.13** These principles have been taken into consideration in designing the new settlement. The proposals also meet the requirements of Policy DM4, in that they deliver the necessary commercial, residential and community uses within the broad area for growth. The DPD also addresses the matters required by para 10.16 of the Local Plan policy DM4.

4 Development Framework

- 4.14** The Harrogate District Local Plan sets out the requirement for employment land to provide a mix of uses. This should include a strong element of E(c) and E(g) office space. This land will be accommodated within the local centre of the scheme in proximity to Cattal Station which is expected to increase attractiveness to the market.
- 4.15** The new settlement has a commitment to deliver educational facilities. The Development Framework has provision for the allocation of two 420 place primary schools (one with future expansion land take allocated). The location of these are indicated on the Development Framework (Policy NS1). The size of Maltkiln is not such that it will generate sufficient pupils to require the provision of a new secondary school; instead a financial contribution will be sought to facilitate the expansion of Boroughbridge High School on to land already allocated within the adopted Local Plan. However, the DPD also safeguards land within Maltkiln adjacent to one of the primary schools for future secondary provision should this be required in the future.
- 4.16** The policy requirement for a masterplan will carry significant weight in the determination of a planning application. When the masterplan for a site is endorsed by the Council, the masterplan will be a material planning consideration in the determination of any planning application.

Climate Change 5

- 5.1** The Planning and Compulsory Purchase Act (2004) places a statutory duty on planning authorities to include policies to mitigate and adapt to climate change within their development plan. At the same time national planning policy, set out in the National Planning Policy Framework (NPPF) (2021) identifies tackling climate change and its impacts as key sustainable development objectives and explains that the purpose of the planning system is to contribute to achieving sustainable development.
- 5.2** Climate change is acknowledged in the Harrogate District Local Plan 2014-2035 through an objective that targets minimising greenhouse gas emissions and securing development resilient to climate impacts, and through a range of policies that seek to deliver these aims.
- 5.3** The Local Plan also provides context for the preparation of this DPD through policy DM4: Green Hammerton/Cattal Broad Location for Growth. It identifies that the DPD should seek to ensure that the new settlement is an exemplar of sustainable design and resource efficiency, includes appropriate measures to mitigate flood risk, and maximises opportunities to create and strengthen green blue infrastructure.
- 5.4** The Council's Carbon Reduction Strategy⁽²⁾ sets out the authority's vision of a net zero carbon economy by 2038. Within the strategy actions to reduce emissions are arranged around eight strategic themes. The themes and associated actions most relevant to the delivery of the new settlement are:
- **Theme 2: Sustainable transport.** Implement sustainable transport initiatives, facilitate the take up of ultra low emission vehicles (ULEVs) and promote alternatives to single car occupancy;
 - **Theme 5: Influencing new development.** Ensure the New Settlement DPD includes decarbonisation as a priority
- 5.5** Delivery of the new settlement is expected to begin towards the end of the plan period and to continue beyond, with the majority of development expected to take place after 2035. As much of the settlement will be delivered around the time the Council is targeting net zero carbon it is clear that this ambition and the greater opportunities that delivery of a new settlement provides to design for low carbon solutions and climate resilience need to be considered from the outset.

New Settlement Climate Change Strategy

- 5.6** In order to realise this opportunity to create a low carbon climate resilient settlement with homes, jobs and infrastructure that is commercially successful and offers unrivaled 21st century living, the Council commissioned consultants Third Revolution Projects and Hive Land and Planning to produce an evidence based New Settlement Climate Change Strategy to inform the preparation of the DPD⁽³⁾.
- 5.7** Following a review of legislation, national policy and guidance, local contexts and existing planning policy, as well as best practice and emerging best practice the strategy identifies four priority areas for action. These four areas have informed the DPD objectives:
1. Net zero carbon movement and active travel;
 2. Net zero carbon energy supply and use;
 3. Inclusive flexible living and working;
 4. Climate resilience

² Harrogate Borough Council (2022): Carbon Reduction Strategy- Third Version

³ Harrogate Borough Council (2022): New Settlement DPD: Climate Change Strategy is available on the website

5 Climate Change

- 5.8** The priority areas were explored further through DROP analysis to identify opportunities and transformational challenges in each priority area. To achieve the desired climate change outcomes the strategy identifies that these issues should be the focus of DPD policy and stakeholder delivery so that the opportunities can be realised and the challenges overcome.
- 5.9** Informed by the opportunities and challenges the report presents strategies to help secure each of the four climate change priorities. Each strategy comprises a series of evidence based ambitions and, for each ambition, sets out recommendations for policy alongside expectations and opportunities for delivery through a variety of means, including infrastructure bids, third party provision and operation, as well as delivery by applicants.
- 5.10** The policy recommendations associated with achieving each ambition have been combined into the policies below that together seek to ensure that each of the four climate change priorities are secured. The ambitions and recommendations have also informed climate change related elements of other policies within the DPD.
- 5.11** The approach to climate change builds on the strategic elements of local plan policies TI1, CC4 and DM4, and replaces detailed elements of these and other Local Plan policies in order to ensure a policy framework that reflects updated national policy and the Council's carbon reduction ambitions, and takes advantage of the opportunities provided by delivery of a new settlement to create an exemplar development.
- 5.12** While policies addressing each identified priority are described separately the increasingly interrelated nature of many of the issues, such as energy, transport, climate and communications, requires that they be considered and addressed together. For example, net zero carbon movement is a priority in itself but how this is achieved will also be integral to how the net zero carbon energy priority is achieved.
- 5.13** The Council recognises that addressing climate change satisfactorily through the development of Maltkiln is a critical issue and will, therefore, attach great importance to this when considering compliance with the climate change policies and climate change elements of other policies in the DPD.

NS4: Net Zero Carbon by 2038

Policy NS4: Net Zero Carbon by 2038

Proposals are required to demonstrate how Maltkiln supports delivery of net zero carbon by 2038 across all development phases through preparation of detailed strategies that accord with the climate change policies in this DPD. The net zero ambition includes targeting operational emissions from buildings, transport, infrastructure and business uses as well as embodied emissions throughout their life-cycle.

Justification

- 5.14** Harrogate Borough Council takes the risks of climate change seriously and believes responses should be evidence based. The Council's Carbon Reduction Strategy⁽⁴⁾ identifies the authority using its place-shaping powers to help achieve a net zero carbon economy by 2038. Although

4 Harrogate Borough Council (2022): Carbon Reduction Strategy - Third Version

Climate Change 5

sooner than the national 2050 target, this local ambition is supported by research carried out by the Tyndall Centre and is broadly in-line with ambitions set by other North Yorkshire authorities and the Leeds City Region.

- 5.15** As delivery of Maltkiln is expected to take place up to and beyond 2038 it will be necessary for proposals to demonstrate how the settlement will support delivery of the net zero carbon ambition across all development phases.
- 5.16** In order to realise this opportunity to create a place that responds appropriately to the challenges of climate change, the Council commissioned a New Settlement Climate Change Strategy⁽⁵⁾ to provide an evidence base to inform the preparation of this development plan document (DPD).
- 5.17** To reduce carbon emissions in pursuit of the 2038 ambition the strategy identifies emission sources relevant to delivery of the new settlement and suggests approaches to address these emissions. These approaches have been taken forward in the climate change policies in this DPD, which require proposals to tackle operational emissions from buildings, transport, infrastructure and business uses as well as embodied emissions throughout their life-cycle.
- 5.18** The detailed requirements in relation to each source of emissions are set out in separate policies. In each case the policies require proposals to be accompanied by detailed strategies setting out how the emissions will be addressed so that the new settlement fully contributes to the 2038 ambition across all emission types.
- 5.19** The scope of ambition for different emissions varies, reflecting the limits of current best practice in the delivery of large-scale development such as a new settlement, and is set out in the relevant policy. In summary these policies require buildings that have net zero carbon operational emissions and the provision of infrastructure to support net zero carbon travel, as well as development with reduced embodied emissions throughout their whole life-cycle.
- 5.20** Compliance with this policy will be considered alongside compliance with each of the relevant climate change policies.

5 Harrogate Borough Council (2022): New Settlement DPD: Climate Change Strategy is available on the Council website

5 Climate Change

NS5: Net Zero Carbon Movement and Active Travel

Policy NS5: Net Zero Carbon Movement and Active Travel

Proposals are required to be accompanied by a settlement-wide **net zero carbon movement strategy** to demonstrate that the new settlement will include all transport measures necessary to achieve net zero carbon movement and that net zero carbon movement is enabled from first occupation. This will include, but not be limited to, the following components, with further detail provided in the justification text below:

- Measures to ensure strategic movement between the settlement and key nodes beyond the site can be achieved by public transport;
- Site-wide infrastructure will recognise and support the changing scope of mobility and demonstrate a walkable and connected 20-minute neighbourhood. It should be designed around the following sustainable hierarchy of road users, whereby the development is highly permeable at the top of the hierarchy and more restricted at the bottom:
 1. Walking,
 2. Cycling/micromobility,
 3. Public transport,
 4. On-demand transport,
 5. Private vehicles;
- The design of cycle infrastructure that meets the five core principles in Local Transport Note (LTN) 1/20 (or its successor) and achieves a minimum 70% and no critical fails on Cycle Level of Service (CLOS) and Junction Assessment Tool (JAT) assessments;
- A settlement-wide Framework Travel Plan and subsidiary travel plans tailored to different character areas within the settlement that demonstrate how use of non-car infrastructure will be supported and encouraged in order to meet sustainable travel targets. Further requirements for travel plans are set out in policy NS30;
- A residential parking strategy showing how the design and delivery of Maltkiln will seek to achieve the ambition of a settlement where residential parking needs can be met by a car parking ratio of one space per home (or less). The strategy will provide levels in-line with Highway Authority standards unless it can be demonstrated that fewer spaces will be sufficient. Where provision of more than one space per home is proposed the strategy will:
 - a. Seek to deliver a maximum of one space per home on-plot, where possible, with further additional spaces predominantly unallocated and delivered off-plot to enable future re-allocation of the spaces to other uses if appropriate;
 - b. Include measures with timescales to encourage reductions in parking demand to levels in-line with the ambition;
 - c. Include mechanisms to monitor use of the additional off-plot spaces to inform periodic review of whether they continue to be needed;
 - d. Where review has demonstrated additional off-plot spaces are no longer required, ensure land is reallocated to non-car parking use;
 - e. Further requirements for off-plot residential parking are set out in policy NS37;
- All homes will include minimum 7kW smart electric vehicle charging on plot or within parking areas. Minimum 150kW charging infrastructure should be provided within the public realm or settlement centre, it should be positioned to be subservient to non-car modes and designed to avoid clutter in the public realm;

Climate Change 5

- A 'last mile' strategy to manage and co-ordinate the distribution of deliveries within the settlement. Land necessary to deliver the strategy, for example land for a centralised distribution hub, will be identified on the masterplan required by policy NS3; and
- Demonstration of how Sport England's Active Design Principles (or successor) have been incorporated.

The strategy will inform masterplan considerations of land uses, densities and connectivity.

Planning conditions and/or Section 106 agreements will be used to ensure the infrastructure and service provision consistent with the net zero carbon movement strategy and all component strategies are in place from first occupation, and that it will be operated effectively in perpetuity.

Detailed proposals, including reserved matters applications, will demonstrate how they comply with the settlement-wide strategy.

Justification

- 5.21** This policy seeks to secure the climate change priority of net zero carbon movement and active travel and the accompanying ambitions set out in the New Settlement Climate Change Strategy⁽⁶⁾.
- 5.22** Research by the Tyndall Centre shows that transport emissions in the Harrogate district will need to be reduced by 80% by 2030 in order to meet the Council's net zero carbon by 2038 ambition. Given the expected timescales for delivery it will be necessary for the new settlement to enable net zero carbon travel from the outset to contribute to meeting this aim.
- 5.23** Net zero carbon travel will require provision for ultra low emission vehicles (ULEVs), however, the Tyndall Centre research identifies that switching to ULEVs will only account for just over half of the emissions reductions required by 2030, therefore, reductions must also be achieved through reducing the need to travel and modal shift to active travel and public transport.
- 5.24** As such the new settlement will need to provide means to ensure that walking and cycling become the preferred choice for most internal journeys, including effective master-planning and the provision of high-quality infrastructure. These steps will need to be complemented by delivery of a place where the need to travel is reduced through, for example, the provision of local employment, services and facilities, including opportunities to work from home, within the settlement.
- 5.25** In support of the Climate Change Act, the government's Net Zero Strategy⁽⁷⁾ and Decarbonising Transport plan⁽⁸⁾, paragraphs 104 and 105 of the National Planning Policy Framework (NPPF) (2021), and the Council's Carbon Reduction Strategy, a settlement-wide net zero carbon movement strategy is required to demonstrate that the new settlement will include all transport measures necessary to achieve net zero carbon movement and that net carbon zero movement is enabled from first occupation.
- 5.26** The strategy will include but not be limited to the following components:

6 Harrogate Borough Council (2022): New Settlement DPD: Climate Change Strategy is available on the Council website

7 Department of Business, Energy and Industrial Strategy (DBEIS) (2021): Net Zero Strategy: Build Back Greener

8 Department for Transport (DfT) (2021): Decarbonising Transport: A Better Greener Britain

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- **Strategic movement** between the settlement and key nodes (to be agreed with the LPA) to prioritise public transport, car clubs and on-demand travel services over private cars, and provision of associated services and digital information.
- **Site-wide movement** that recognises the changing scope of mobility, including provision of car clubs and on-demand travel, micro-mobility (such as scooters, cargo bikes and mobility vehicles) and electrification.

5.27 The strategy will need to demonstrate:

- A hierarchy of road users: walking; cycling/micromobility; public transport; on-demand transport; and private vehicles. It will demonstrate a walkable and connected 20-minute neighbourhood that is highly permeable at the top of this hierarchy and more restricted at the bottom. In the context of the new settlement a 20-minute neighbourhood is one where trips to local services and facilities can be made on foot from all residents' homes within 20 minutes. This should be tested in the masterplan, required by policy NS3, and be based on actual routes and not 'as the crow flies'. Further requirements to support the delivery of a 20-minute neighbourhood are set out across the DPD, in particular in policies NS30: Sustainable Travel and Connectivity and NS31: Walking and Cycling;
- Cycle infrastructure that meets the 5 Core Principles in Local Transport Note (LTN) 1/20 (or its successor): coherent, direct, safe, comfortable and attractive. The design of infrastructure should follow the guidance provided and achieve a minimum 70% on Cycle Level of Service (CLOS) and Junction Assessment Tool (JAT) assessments. Where government funding for cycle infrastructure is available, eligible schemes are expected to provide infrastructure to this standard;
- How high levels of cycle parking can be achieved (informed by LTN 1/20 standards, or its successor) and how regular monitoring of use will take place via travel plan reviews;
- Locations and design of secure cycle shelters within the public realm, including next to homes, on-street and in the settlement centre;
- Digital information and wayfinding across the settlement;
- Locations of mobility hubs, car club spaces, electric vehicle charging;
- How streets will accommodate access for pick-up/drop-off and loading without being dominated by parking;
- How travel plans will be used to support and encourage use of non-car infrastructure across all parts of the settlement in order to meet sustainable travel targets. Further requirements for travel plans are set out in policy NS30: Sustainable Travel and Connectivity;
- Provision of electric vehicle charging infrastructure that is subservient to non-car modes and designed to avoid clutter in the public realm:
 - All homes/private parking areas should have minimum 7kW (ideally higher) smart charging;
 - The settlement should have provision for ultra-fast charging (150kW or higher); and
 - Consideration should be given to the Council's Ultra Low Emissions Vehicle Strategy or its successor.
- A 'last mile' delivery strategy to manage and co-ordinate the distribution of deliveries within the settlement. This should enable onward deliveries made by foot, cargo-bikes or micro mobility as well as electric vehicles (in-line with the sustainable transport hierarchy) and provide easily accessible drop off and collection facilities. This includes

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identification of land necessary to deliver the strategy, for example for a centralised distribution hub (use class B8). Operation of the strategy will be addressed in Travel Plans for the site, as required by policy NS30, and planning conditions and/or S106 will be used to secure delivery and operation.

- How Sport England's 10 Principles of Active Design have been incorporated to influence master-planning and infrastructure provision to ensure that active travel is embedded in the place;
- A residential parking strategy showing how the design and delivery of Maltkiln will seek to achieve the ambition of a settlement where residential parking needs can be met by a car parking ratio of one space per home (or less). Further information is set out below.

5.28 To deliver on the vision that Maltkiln will be a place where people are not dependent on a car, the DPD requires the prioritisation of sustainable modes of travel and the provision of footpaths and cycleways, high-quality bus provision and enhanced railway station facilities early in the development as well as a car club and shared mobility schemes. To compliment and support these approaches, the net zero carbon movement strategy will include a residential parking strategy showing how the design and delivery of development Maltkiln will seek to achieve the ambition of a settlement where residential parking needs can be met by a car parking ratio of one space per home (or less). It is recognised that the ability to meet the ambition for parking levels may vary across Maltkiln depending on the location and timing of development.

5.29 While the parking strategy will set out measures intended to achieve the target ambition of one space per home (or less), to ensure adequate provision it will provide higher levels in-line with Highway Authority standards unless it can be demonstrated that fewer spaces will be sufficient. If the number of spaces proposed are above the targeted level the additional spaces should, where possible, be delivered in a manner that allows the space to be re-allocated to non-parking uses at a later date if they are no longer required so that the targeted levels may be met.

5.30 To achieve this, the strategy will seek to deliver a maximum of one space per home on-plot with further additional spaces predominantly unallocated and delivered off-plot. Reducing the importance of on-plot parking in the design process will also allow other urban design objectives to play a bigger role in the design of streets and neighbourhoods. However, it is recognised that in some circumstances it may not be possible to design a plot with only one on-plot parking space and further on-plot parking may be appropriate. These circumstances should be reduced as far as possible through good design with the aim that, across the development as a whole, most homes with on-plot parking have no more than one on-plot space.

5.31 The strategy will include mechanisms to monitor use of the additional off-plot parking spaces through remote sensors or frequent traditional surveys to understand demand. It will set out how this will inform periodic review of whether they continue to be needed and ensure that, if no longer required for parking, land is reallocated to non-car parking use.

5.32 The strategy should inform masterplan considerations of land uses, densities and connectivity. The strategy should demonstrate how modal split, trip and parking levels will be monitored and regularly reviewed in pursuit of net zero. This may include use of sensors or surveys and will be secured through travel plans tailored to different parts of the settlement and demographic groups. Further information on travel plans is set out in policy NS30: Sustainable Travel and Connectivity. The masterplan will demonstrate flexibility in uses to enable reallocation of uses over time.

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NS6: Smart Settlement

Policy NS6: Smart Settlement

Proposals are required to be accompanied by a smart settlement strategy that demonstrates:

- How the broadband infrastructure necessary to enable very high capacity (at least 1Gbps) fibre systems to all buildings from first occupation will be provided;
- How broadband infrastructure will support the delivery of fibre capacity of 10 Gbps with low latency in future and be built in such a way as to facilitate upgrading to 100 Gbps and beyond as technology allows;
- How broadband infrastructure will support multiple retail internet service providers to help ensure that broadband connectivity remains affordable for the occupiers of the buildings; and
- How all reasonable steps to facilitate delivery of the infrastructure necessary to provide site-wide 5G (or greater) mobile connectivity from first occupation across all neighbourhoods will be taken.

Detailed proposals, including reserved matters applications, will also incorporate suitable building scale smart infrastructure.

Unless updated by this policy, proposals are also required to meet the requirements of Local Plan policy TI5, or successor policies.

Justification

- 5.33** Very high capacity telecommunications systems will be an essential piece of climate change infrastructure in the new settlement, integral to the effectiveness of the transport, energy, and water systems and to enabling flexible living and working. As such, this policy contributes to securing all four of the climate change priorities set out in the New Settlement Climate Change Strategy⁽⁹⁾
- 5.34** Net zero carbon movement will require telecoms to support internet connected travel, including travel planning, and the growth in ride sharing, car clubs and access to shared vehicles. Internet connected systems will also be important for monitoring modal split within the settlement and the changing demand for road space and car parking facilities.
- 5.35** Net zero carbon energy systems will require telecoms to balance supply and demand, and reduce peak demand as the increased use of electricity for transport and heating alongside traditional power needs suggests potential electricity grid constraints and a greater need for decentralised zero carbon energy.
- 5.36** The electrification of transport and decentralisation of energy means that the priorities of zero carbon movement and zero carbon energy are becoming increasingly integrated. The use of batteries at a settlement scale and/or at individual properties, and vehicle to battery technology, may play important roles alongside renewable energy generation in reducing demand from the grid. As such a net zero carbon energy system is likely to be complex and dependent on large quantities of data to manage variations in supply and demand.

9 Harrogate Borough Council (2022): New Settlement DPD: Climate Change Strategy is available on the Council website

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- 5.37** With access to real time data, enabled by high capacity telecoms, residents would be able to manage their energy use and purchase power when it is more readily available and cheaper. These telecoms would also be necessary to support occupiers using home batteries and batteries in electric vehicles to trade energy, charging when demand and prices are low and selling when the reverse is true.
- 5.38** Inclusive flexible living and working will require telecoms to support greater numbers of people to work flexibly away from traditional business premises for at least some of the time, either at home or at co-working or multifunctional spaces away from home. Climate resilience will also require telecoms to monitor the performance of internet connected water management systems through the supply of real time data.
- 5.39** As demonstrated internet connected transport, parking, energy systems, homes, business, facilities and infrastructure will be essential in a net zero carbon and climate resilient settlement in which people can live and work flexibly. However a smart settlement also needs to enable residents, businesses and service providers to take full advantage of them. This includes the potential for energy trading, as discussed above, but also for wayfinding and identification of parking, as well as improving waste management services.
- 5.40** As very high capacity telecommunications are necessary to secure each of the climate change priorities, proposals are required to be supported by a smart settlement strategy demonstrating how the broadband infrastructure necessary to enable very high capacity fibre systems to all buildings from first occupation will be provided. Since 2022 Part R of the Building Regulations has sought delivery of systems capable of 1Gbps. Broadband infrastructure at Maltkiln is required to deliver these speeds, as a minimum, through fibre to the premises (FTTP)- as set out in Local Plan policy TI5. The strategy will also demonstrate how broadband infrastructure will support the delivery of fibre capacity of 10 Gbps with low latency in future, in particular if these systems become available without additional developer costs. It is recognised that the demand for, and capacity to deliver, even greater speeds will inevitably increase but that delivery of speeds beyond 10 Gbps is likely to require new technical solutions, such as PON and Backhaul. The strategy will, therefore, demonstrate how broadband infrastructure will be built in such a way as to facilitate upgrading to 100 Gbps and beyond as technology allows, for example, by ensuring PONs can be easily accessed and replaced. Broadband infrastructure is required to support multiple retail internet service providers to enable consumer choice and competition, in order to help to ensure affordability for users.
- 5.41** In addition to broadband infrastructure, mobile connectivity (5G or greater) infrastructure providing sufficient capacity will also be vital to ensuring that very high capacity telecommunications are enabled at Maltkiln. While the delivery of mobile connectivity infrastructure falls to mobile network operators, smart settlement strategies are required to demonstrate how applicants will take all reasonable steps within their control to facilitate delivery of the infrastructure necessary to provide site-wide 5G (or greater) mobile connectivity from first occupation across all neighbourhoods. This should include but not necessarily be limited to engaging early and working closely with mobile network providers to support delivery, including providing formal notification through the industry body, Mobile UK (or successor body); identifying any land-use implications, such as for masts, and, where necessary, making suitable land available; and dialogue with mobile connectivity specialists at North Yorkshire Council, if necessary.

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- 5.42** In support of the approach, detailed proposals will incorporate suitable building-scale smart infrastructure, such as smart energy and water meters that can provide real-time usage and cost information to occupants and suppliers, and the telecoms equipment necessary to enable these.
- 5.43** Unless updated by this policy, proposals are also required to meet the requirements of Local Plan policy TI5: Telecommunications, or successor policies, including in relation to the siting of infrastructure such as masts.

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NS7: Net Zero Carbon Energy Supply and Use

Policy NS7: Net Zero Carbon Energy Supply and Use

Proposals are required to be supported by a settlement-wide **net zero carbon energy strategy** which demonstrates the integration of heat, power and transport. The strategy will take account of reasonable projections of energy demand across development phases and demonstrate emissions reductions in-line with the 2038 net zero target.

The strategy is required to reduce greenhouse gas emissions in all buildings and infrastructure in operation and minimise both annual and peak energy demand in accordance with the energy hierarchy and:

1. **Be lean:** use less energy and manage energy demand during operation, including residual energy demand, including through use of passive design measures.
2. **Be clean:** generate and use energy efficiently, demonstrating how opportunities to supply and use energy efficiently and cleanly have been realised, including investigating the potential to exploit local energy resources including secondary heat (waste heat) from the Allerton Waste Recovery Park;
3. **Be green:** maximise production, storage and use of renewable and/or other low carbon energy. The Council recognises the need to maximise these opportunities at the new settlement on-site or, if not possible, near site, in pursuit of the 2038 net zero target. The Council will support proposals for net zero carbon energy generation (including energy storage) projects where they demonstrate that they contribute to meeting the needs of the new settlement, unless there is clear and demonstrable conflict with other development plan policies;
4. **Be smart:** enable the integration of energy systems with telecoms and electric vehicle infrastructure through compliance with policy NS6: Smart Settlement to help minimise peak energy demand;
5. **Be seen:** monitor, verify and report on energy performance. Applicants will implement a recognised quality regime that ensures the 'as built' performance matches the calculated design performance of dwellings and buildings. Applicants will implement a recognised monitoring regime and will assess at least 10% of dwellings and 10% of other buildings once in the first five years following occupation. The quality and monitoring regimes will focus on performance in relation to energy use, carbon emissions, indoor air quality, and overheating risk. Results will be published.

Applicants are required to consider delivering homes and buildings with built fabric carbon emission standards above the minimum standards expected to be required through Building Regulations at the time of construction. Prior to being mandated through Building Regulations, any buildings not designed to achieve the Future Homes or Future Building Standards should demonstrate how they achieve a minimum 20% reduction in carbon emissions relative to Building Regulations Part L requirements expected at the time of construction.

Proposals are required to meet, as a minimum, recognised sustainability standards for buildings set out in Local Plan policy CC4, or successor policies.

Proposals will demonstrate how energy systems will be delivered and maintained in perpetuity; how approaches will ensure that systems, including any long-term management and/or maintenance arrangements, and energy is affordable for occupiers and users of buildings.

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Detailed proposals, including reserved matters applications, will demonstrate how they comply with and deliver the settlement-wide strategy.

Justification

- 5.44** This policy seeks to secure the climate change priority of net zero carbon energy supply and use and the accompanying ambitions set out in the New Settlement Climate Change Strategy⁽¹⁰⁾
- 5.45** The energy used in buildings and supplied to the development will be a key part of achieving net zero carbon by 2038. The policy drive comes from the Government's Green Industrial Revolution⁽¹¹⁾, Net Zero Strategy⁽¹²⁾, British Energy Security Strategy⁽¹³⁾ and paragraphs 152, 155 and 16 of the National Planning Policy Framework (NPPF) (2021), and the Council's Carbon Reduction Strategy. The Committee on Climate Change's Progress Reports conclude there are clear economic, social, and environmental benefits from immediate investments in low carbon and climate resilient infrastructure.
- 5.46** Proposed changes to the Building Regulations regime through the Future Homes Standard and Future Building Standard mean that gas will no longer be used to heat new buildings from 2025. In its place it is expected that electricity will power heating systems. At the same time, vehicles will increasingly be powered by batteries. While the government's ambition is that the UK electricity grid will be fully decarbonised by the mid 2030s, with electricity providing the energy needed for heating, transport as well as power, it is expected that electricity demand will grow and this will have major implications for the ability and cost of connecting large-scale developments, such as the new settlement, to the electricity grid.
- 5.47** As such it will be necessary for applicants to consider how energy needs will be met and it is expected that, unlike developments of the past, more of the necessary energy infrastructure will need to be delivered within the new settlement itself. Proposals are, therefore, required to be accompanied by a settlement-wide net zero carbon energy strategy which demonstrates the integration of heat, power and transport. The strategy will take account of reasonable projections of energy demand across development phases and demonstrate emissions reductions in-line with the 2038 net zero target.
- 5.48** In developing the strategy a range of scenarios and technologies should will be tested and the strategy will be in-line with anticipated policy, including the Future Homes and Future Buildings Standards, trends towards decentralisation of energy supply and the growth in ultra-low emission vehicles (ULEVs). The strategy will demonstrate regard to the relevant 'Reducing Emissions- Sector Action Plans' within the York and North Yorkshire Routemap to Carbon Negative⁽¹⁴⁾ or successor documents, and incorporation of 'low regrets' actions and measures consistent with the 'Medium Ambition Pathway', as a minimum, within the North Yorkshire and City of York Local Area Energy Plans (LAEPs), including the subsidiary Harrogate and the Dales LAEP⁽¹⁵⁾, seeking to deliver actions aimed at new development. The strategy will also take advantage of site opportunities to support the local electricity grid

10 Harrogate Borough Council (2022): New Settlement DPD: Climate Change Strategy is available on the Council website

11 Department of Business, Energy and Industrial Strategy (DBEIS) (2020): The Ten Point Plan for a Green Industrial Revolution

12 Department of Business, Energy and Industrial Strategy (DBEIS) (2021): Net Zero Strategy: Build Back Greener

13 Department of Business, Energy and Industrial Strategy (DBEIS) (2022): British Energy Security Strategy

14 York and North Yorkshire LEP (2022): York and North Yorkshire's Routemap to Carbon Negative.

15 York and North Yorkshire LEP; City of York Council (2023): North Yorkshire and City of York Local Area Energy Plans.

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and deliver a high-quality place, provide sufficient development viability to ensure delivery whilst also ensuring affordability for occupiers and users of buildings. Further information on affordability is set out below.

- 5.49** The strategy should influence the development of the detailed settlement-wide master-plan, including in relation to land uses, site layout and density, infrastructure provision and building standards. Detailed applications, including reserved matters applications, will need to demonstrate how they comply with the strategy.
- 5.50** The strategy is required to reduce greenhouse gas emissions and minimise both annual and peak energy demand in-line with the energy hierarchy. The energy hierarchy is a concept widely used to set out the order in which energy issues should be prioritised. This approach is also required by Local Plan policy CC4⁽¹⁶⁾. In accordance with the hierarchy, emission reductions should firstly be secured by reducing annual energy demand through approaches that reduce the need for electricity. The design and layout of development should incorporate passive design measures to reduce the need for power and be informed by the National Model Design Code guidance on passive design, form, microclimate and orientation.
- 5.51** Nearly half of UK annual carbon emissions are attributable to buildings. Beyond passive design measures, buildings can also contribute to reducing annual energy demand, thereby further reducing emissions, by using power more efficiently through higher-quality construction methods and greater levels of insulation.
- 5.52** Medium term regulatory change (prior to first occupation of the development) is expected to limit the extent to which planning policy can require building standards higher than those required through the Future Homes and Future Buildings Standards. Therefore this policy focuses on building on these regulations to decarbonise the residual emissions after opportunities for demand reduction have been maximised. Nevertheless the policy also requires applicants to consider the use of higher standards, such as the Passive House Institute's Passive House standard, in order to reduce energy use and increase energy efficiency as part of the overall net zero carbon energy strategy.
- 5.53** While the Future Homes and Future Buildings Standards will secure more efficient development, initially emitting around 80% less carbon⁽¹⁷⁾ and becoming net zero on decarbonisation of the grid, it is likely that the residual energy demand of these buildings will still be significant. Reducing the energy demand of homes by building to the Passive House standard would reduce the overall energy needs of the settlement and contribute to a net zero carbon energy system whilst also reducing the likelihood of needing expensive upgrades to the electricity grid. Achieving the Passive House heat demand target of <15kWh/m²/year is likely to cost more than constructing a home to the Future Homes Standard. However, research by the Passivhaus Trust⁽¹⁸⁾ suggests that achieving Passive House standards can add as little as 9% to baseline costs, which is expected to reduce to around 4% if the standard is adopted widely. This analysis was published in 2019 and, therefore, doesn't account for additional costs of meeting the Future Homes Standard, nor does it include any costs associated with providing additional infrastructure to meet higher energy demand.

16 Policy CC4 of the Harrogate District Local Plan 2014-2035 defines the energy hierarchy as: 1 Energy reduction; then 2 Energy efficiency; then 3 Renewable energy; then 4 Low carbon energy; then 5 Conventional energy.

17 Development built to the Future Homes and Future Buildings Standards is expected to result in around 80% less carbon emissions compared to homes built to the minimum standard in place through Building Regulations prior to 2022.

18 Passivhaus Trust (2019): Passivhaus Construction Costs.

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- 5.54** Proposals are required to meet, as a minimum, recognised sustainability standards for buildings set out in Local Plan policy CC4 or successor policies. Policy CC4 requires non-domestic developments to achieve a minimum standard of BREEAM Excellent.
- 5.55** In considering a range of technologies as part of the development of the net zero carbon energy strategy, there should be a presumption against the use of gas. This reflects the introduction of the Future Homes and Buildings Standards but also significant uncertainty around de-carbonising gas-based systems in the timescale required by policy NS4, and the limited mains gas connections locally. Investment in gas supply is unnecessary and, as the vast majority of properties near Maltkiln have no mains gas supply, would be more expensive and reduce investment in more sustainable technologies. Applicants are required to demonstrate investigation of the use of secondary heat (waste heat) from Allerton Waste Recovery Park, for example, to power a heat network. Where such technology does not form part of a proposed strategy this should be justified with reference to the aims set out above.
- 5.56** The Council encourages applicants to adopt the highest possible building standards in order to help avoid locking the settlement into expensive higher-emissions infrastructure. At the same time buildings with lower heating demands will be more affordable for occupiers due to lower energy bills. It is considered that this approach reduces the risk of investing in hard infrastructure that may become obsolete or unaffordable for occupiers over the lifetime of the scheme.
- 5.57** After securing emissions reductions by reducing annual energy demand through energy reduction and energy efficiency measures, the energy hierarchy identifies that further reductions should be secured by seeking to meet energy needs through the provision of renewable energy, and then other low carbon energy, ahead of conventional energy. Renewable and/or other low carbon energy should, therefore, play a vital role in the strategy. Proposals for the production, storage and use of 'clean' energy on-site, or if not possible, off-site, that contribute to the energy needs of the new settlement will be supported unless there is clear and demonstrable conflict with other development plan policies⁽¹⁹⁾. Consideration of potential impacts will take account of the benefits of maximising local energy infrastructure and the ambition of a district-wide net zero carbon economy by 2038.
- 5.58** The provision of renewable and/or other low carbon energy infrastructure will also help to support the local electricity grid by reducing the level of demand it is expected to meet. This will be important because the increased use of electricity for transport and heating, alongside traditional power needs, both at Maltkiln and in the wider local area, will place greater demands on the grid and may lead to difficulty in securing adequate capacity to serve Maltkiln. The strategy should, therefore, seek to maximise production, storage and use of renewable and/or other low carbon energy in order to reduce emissions but also to reduce demand from the local electricity grid.
- 5.59** Measures to support the electricity grid will be most effective where they contribute to reducing grid demand at peak times. As such, alongside minimising annual energy demand, the strategy is also required to minimise peak energy demand. For example, the use of batteries at a settlement scale and/or at individual properties can play an important role in balancing supply and demand by storing locally generated energy so it can be used at peak times, thereby reducing peak demand from the grid.

¹⁹ Policy CC3 of the Harrogate District Local Plan 2014-2035 sets out the current overarching approach to renewable and low carbon energy proposals.

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- 5.60** The introduction of flexible tariffs where the cost of electricity varies according to demand has allowed consumers to reduce their bills by reducing their use of grid electricity at peak times. In order to enable building occupiers to contribute to reducing peak demand at Maltkiln by taking advantage of flexible tariffs, the strategy is required to enable the integration of energy systems with telecoms and electric vehicle infrastructure through compliance with the telecoms requirements set out in policy NS6. The strategy should also demonstrate consideration of further measures to encourage and/or enable occupiers to expand their ability to reduce peak energy demand and their bills as part of the settlement-wide approach to ensuring energy needs can be viably met. For example, through technologies that allow electric vehicle batteries to power homes (vehicle to home charging) and/or supply power back to the grid (vehicle to grid charging).
- 5.61** The increased use of electricity for transport and heating alongside traditional power needs, both at Maltkiln and in the wider local area, will place greater demands on the local electricity grid and may lead to difficulty in securing adequate capacity to serve Maltkiln. The strategy should, therefore, take advantage of opportunities to support the local electricity grid in order to reduce annual and peak energy demand through decentralised zero carbon energy generation and storage. The use of batteries at a settlement scale and/or at individual properties can play an important role in balancing supply and demand by storing locally generated energy so it can be used at peak times, thereby reducing peak demand from the grid. To enable this the strategy needs to demonstrate that energy systems can be integrated with the supporting telecoms necessary ⁽²⁰⁾. This will include integration with electric vehicle charging infrastructure to enable residents to use energy stored in electric car batteries to meet domestic power needs, for example by charging vehicles when demand for power and prices are low and using this power at home during times of peak demand when prices are greater.
- 5.62** The difference between the anticipated and actual performance of buildings is known as the 'performance gap'. According to the UK Green Building Council ⁽²¹⁾ various studies have found that in-use energy consumption can be two to five times higher than compliance calculations carried out at the design stage would suggest. Therefore ensuring that buildings perform as designed in order to reduce any performance gap will be essential part of meeting carbon reduction commitments, however, there are currently no proposals to address these issues through the Building Regulations regime.
- 5.63** To reduce the performance gap and ensure the 'as built' performance in relation to energy use, carbon emissions, indoor air quality, and overheating risk ⁽²²⁾ matches the calculated design performance of dwellings and buildings, applicants will implement a recognised quality regime. Use of the 'soft landings' approach, set out in the Soft Landings Framework (BG 54/2018), or successor documents, produced by the Building Services Research and Information Association (BSRIA) is encouraged, although other recognised regimes may also be acceptable. 'Soft landings' is a building delivery process that runs throughout a project, from inception to completion and beyond, to ensure all decisions made during the project are based on improving operational performance of the building and meeting the expectations of end users. 'Soft landings' is an open-source methodology, however, BSRIA provide a range of services to aid its implementation ⁽²³⁾.

20 Telecoms requirements for Maltkiln are set out in policy NS6: Smart Settlement.

21 UK Green Building Council (2021): The New Homes Policy Playbook: Driving sustainability in new homes

22 Planning policy requirements relating to minimising over-heating risk are set out in policy NS10: Climate Resilience.

23 Further information on 'soft landings' is available from BSRIA

at <https://www.bsria.com/uk/consultancy/project-improvement/soft-landings/?srsltid=AfmBOOpFw6v-KUxTsPodThCwDjMkSSINQusA07aaQf0Lz4kNoi332xw>

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- 5.64** In addition applicants will implement a recognised monitoring regime to assess performance in relation to these issues. At least 10% of dwellings and 10% of other buildings within each development parcel, providing a representative sample of properties, will be assessed once in the first five years following occupation. Appropriate recognised regimes could include the BISRIA post occupancy building performance evaluation or, for non-domestic development subject to BREEAM requirements, a BREEAM post occupancy building performance evaluation. The information recovered will be provided to the applicable owners and the planning authority. Developers will use the results to inform the design and construction of later properties in order to reduce any performance gap issues identified.
- 5.65** Proposals will need to set out how energy systems will be delivered and maintained in perpetuity. Proposals will also need to demonstrate that chosen systems will be affordable for the occupiers and users of buildings in both the short and long term, both in terms of energy costs but also any other costs they would be required to pay, such as management fees and costs of maintenance.
- 5.66** The strategy and masterplan should demonstrate how it has accommodated provision for electric vehicle charging in-line with Policy NS5, energy centres, infrastructure trenching, other space requirements and integration of proposed energy technologies (such as orientation, density and shading).
- 5.67** Applicants will be expected liaise with public sector partners as part of developing their strategies. The council will work with the York and North Yorkshire Local Enterprise Partnership (LEP) and other partners in the public and private sectors to identify off-site grid and energy supply opportunities, including:
- Allocation of land for net zero supply to reduce residual emissions to zero.
 - Opportunities to include the new settlement within future Northern Power Grid investment plans.
 - Opportunities to invest in electricity grid infrastructure as a means to unlock development and renewable energy projects.

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NS8: Embodied Carbon, Circular Economy and Life-cycle Emissions**Policy NS8: Embodied Carbon, Circular Economy and Life-cycle Emissions**

Proposals are required to be accompanied by a settlement-wide **embodied carbon, circular economy and life-cycle emissions strategy** to demonstrate:

- Actions taken to reduce embodied carbon throughout the whole life-cycle of development;
- Actions taken to maximise opportunities for re-use and the development of circular economies;

This will include:

- Use of biobased construction materials, where appropriate, and investigation of actions to maximise their use, where feasible; and
- Circular economy approaches that are based on a clear set of defined principles and inform development at all stages.

Detailed proposals, including reserved matters applications, are required to be accompanied by an **embodied carbon, circular economy and life-cycle emissions strategy** for each stage of development. The strategy will:

- Respond to relevant elements of the settlement-wide strategy. These should be reviewed against latest best practice and delivery demonstrated, unless review indicates that alternative approaches delivering greater carbon savings should be followed and delivery of these are demonstrated instead;
- Include a site-wide emissions audit and a whole life-cycle emissions assessment based on a nationally recognised standard, such as BS EN 15978, and methodology, such as RICS Whole Life Carbon Assessment for the Built Environment, or successors; and
- Demonstrate how reductions in embodied emissions and use of resources will be maximised throughout the whole life-cycle of the buildings and/or infrastructure and how development will contribute to circular economies.

Justification

- 5.68** This policy complements the climate change priority of net zero carbon energy supply set out in the New Settlement Climate Change Strategy⁽²⁴⁾.
- 5.69** Embodied carbon is the carbon emissions associated with the materials used to construct a building together with the emissions associated with the construction and maintenance of a building throughout its life and, ultimately, those associated with its demolition.
- 5.70** While reducing carbon in the supply and use of energy is fundamental to attempts to mitigate climate change it is also necessary to reduce embodied carbon to lower life-cycle emissions in pursuit of net zero carbon. As homes and other buildings at Maltkiln will have net zero operational carbon emissions, life-cycle emissions from embodied carbon will account for the largest proportion of emissions from buildings at the settlement.

24 Harrogate Borough Council (2022): New Settlement DPD: Climate Change Strategy is available on the Council website

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- 5.71** Most embodied emissions occur early in the life-cycle of a development through the production and transport of building materials and construction of the development. As much of the new settlement is expected to be delivered after 2035 it is likely that these early life-cycle embodied emissions will still be taking place beyond the council's 2038 target date for a net zero carbon economy. At the same time it is almost certain that any late life-cycle embodied emissions locked within construction materials and released if or when buildings are demolished will occur beyond 2038. As such it is considered appropriate to include measures to address embodied emissions from all development throughout its life-cycle.
- 5.72** Measures to address the embodied carbon impacts of development are currently less well developed than those for operational emissions and although understanding is increasing rapidly, there is significant uncertainty that a new settlement with net zero life-cycle emissions could be proposed today with the necessary level of confidence that delivery would occur. Nevertheless there is scope to identify and measure embodied carbon and take action to reduce emissions throughout the life-cycle of the development.
- 5.73** Proposals should be accompanied by a settlement-wide embodied carbon, circular economy and life-cycle emissions strategy to demonstrate how they will reduce embodied carbon throughout the life-cycle of the development. This should include consideration of emissions associated with the production and transport of materials and construction but also those associated with maintenance throughout the development's life and end of life emissions.
- 5.74** To reduce end of life emissions buildings should be designed for re-use so that demolition is less likely if the original use ends. These emissions should also be addressed through the use of materials and components that can be repaired and/or reused easily as part of circular economies.
- 5.75** The strategy should set out how the new settlement will contribute to the development of circular economies, including reusing materials during construction and providing materials that are easily reused later. Biobased construction materials are generally derived from plant matter that has been processed into a functional product. Use of these materials is an effective way to decarbonise construction and support circular economies. When sourced locally, use of these materials can also reduce transport emissions. Strategies should investigate and, where appropriate, maximise use of biobased materials and support local biobased supply chains ⁽²⁵⁾.
- 5.76** Circular economy approaches should inform the design and delivery of development at all stages and be based on clearly defined principles, including encouraging more circular lifestyles within Maltkiln. A circular settlement is one that makes use of circular economy principles throughout the community, for example, in homes, businesses and facilities, including schools ⁽²⁶⁾.
- 5.77** While embodied carbon should be considered from the outset and inform master-planning and other strategic considerations, the greatest scope to secure emissions reductions is when buildings are designed and agreed as part of detailed applications.

25 Further information can be found in: York and North Yorkshire LEP (2021): Circular Biobased Construction in the North-East and Yorkshire.

26 Further information and guidance on circular towns can be found through The York and North Yorkshire LEP, including in: York and North Yorkshire LEP (2023): Circular Towns Guide.

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- 5.78** Embodied carbon, circular economy and life-cycle emissions strategies to accompany detailed proposals should accord with measures set out in the settlement-wide strategy. However, in recognition that this is an evolving area of practice, where review of these measures indicates alternative approaches would be more appropriate these could be followed instead, subject to agreement of the planning authority.
- 5.79** Detailed proposals should include a site-wide emissions audit and a whole life-cycle emissions assessment based on up-to-date nationally recognised standards, such as the national standard set out in BS EN 15978⁽²⁷⁾, and methodologies, such as the Whole Life Carbon Assessment for the Built Environment produced by the Royal Institute of Chartered Surveyors (RICS)⁽²⁸⁾. As approaches and methodologies develop it will be important to demonstrate that up-to-date guidance is followed.
- 5.80** The strategy will demonstrate how reductions in embodied emissions and use of resources will be maximised over the life-cycle of the buildings and/or infrastructure and how development will contribute to circular economies.

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27 BSI Standards Publication (2011): BS EN 15978 Sustainability of Construction Works- Assessment of environmental performance of buildings- Calculation method

28 Royal Institute of Chartered Surveyors (RICS) Professionals Statement (2017): Whole Life Carbon Assessment for the Built Environment- First Edition (or successor documents)

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NS9: Supporting Inclusive Flexible Living and Working

Policy NS9: Supporting Inclusive Flexible Living and Working

Proposals are required to be accompanied by a settlement-wide **inclusive living and flexible working strategy** which demonstrates how inclusive living and flexible working will be enabled through the design of homes and the provision of facilities and services. The strategy will seek to maximise opportunities for flexible working and include, but not be limited by the following:

- A mix of house types, sizes and tenures that enable DPD housing policies (NS22, NS23, NS24, NS25) to be met.
- Provision of flexible co-working spaces (including within use classes B and E) within the local centre, based on an assessment of likely demand. This will include identification of sufficient land on the site-wide masterplan to meet expected demand and accommodate future expansion. Demand should be reappraised at least every five years;
- Provision of retail, services and community facilities within the local centre, based on an assessment of likely demand. This will include identification of sufficient land on the site-wide masterplan to meet expected demand and accommodate future expansion. Demand should be reappraised at least every five years;
- Measures that will be used to encourage smaller shops, flexible pop-up space, and facilities to support day-to-day living without needing to use a car.

Applicants are required to demonstrate, for example, through partnerships or a business plan how the flexible co-working spaces, retail, services and community facilities will be secured from first occupation; how demand will be monitored; how space will be used flexibly and be reallocated to other non-residential uses, if necessary; and long-term stewardship measures. Stewardship arrangements should consider opportunities for community representation and/or ownership.

Applicants are required to demonstrate how proposals contribute to delivery of the strategy.

Justification

- 5.81** This policy seeks to secure the climate change priority of inclusive flexible living and working and the accompanying ambitions set out in the New Settlement Climate Change Strategy ⁽²⁹⁾.
- 5.82** Although it will not be possible or desirable for everyone to work remotely from an employer's business premises some or all of the time, increasing numbers of people are working in new locations, including at home, and it is unlikely that these practices will reverse. As such there will be an expectation and need among some prospective residents to be able to work flexibly at least some of the time, and it is likely that the ability to do this and the quality of the experience on offer will influence whether some chose to live in Maltkiln.
- 5.83** Residents working within Maltkiln but remotely from an employer's business premises away from the settlement will help to reduce carbon emissions as well as reducing energy demand associated with commuting, therefore, proposals should be accompanied by a settlement-wide inclusive living and flexible working strategy which demonstrates how flexible working will be enabled to maximise opportunities through the design of homes and the provision of facilities and services .

29 The New Settlement Climate Change Strategy is available on the Council website

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- 5.84** While Local Plan policy HS5: Space Standards requires new homes across the district to, as a minimum, meet the Nationally Described Space Standards (NDSS), it is expected that the willingness of employers to allow employees to work in a greater range of locations will place greater demands on how homes are used and the amount of space needed.
- 5.85** The NDSS seek to ensure that homes provide a reasonable level of internal space to undertake typical day-to-day activities at a given level of occupancy and meeting the standards will be important to help ensure homes are large enough for living and some flexible working. The requirement will apply to all new homes, including those in Uses Classes C3 and C4. Where new homes fall within other Use Classes, including sui generis, and adherence to the standards is not appropriate, this would need to be satisfactorily demonstrated.
- 5.86** It is recognised that it can sometimes be challenging to provide greater levels of internal space, particularly in homes with fewer bedrooms, without affecting affordability. Nevertheless, it is important that the new settlement provides a mix of residential typologies, sizes and tenures in-line with the DPD housing policies to achieve a diverse and multi-generational community and a housing mix that meets the changing needs of residents over time. As such, the inclusive living and flexible working strategy should demonstrate inclusive living through an approach that enables policies NS22, NS23, NS24 and NS25 to be met.
- 5.87** To help overcome the challenge of providing sufficient space within homes the strategy should demonstrate an appropriate balance between space to work at home and space to work at co-working and/or other suitable facilities within the settlement, including scope to expand co-working space. This should be based on an assessment of likely demand for flexible co-working workspace (including within use classes B and E) that is updated at least every five years.
- 5.88** In addition to climate change benefits, maximising the opportunities for residents to work from home or at co-working facilities within the settlement will also lead to greater levels of daytime activity, including higher levels of footfall supporting the vitality and viability of the local centre.
- 5.89** However in order to attract residents expecting to work at or close to home it will be necessary to deliver a high quality place where people will want to spend greater amounts of their working time. This includes an attractive environment with high-quality green blue infrastructure but crucially also provision of the shops, cafes and community facilities needed to meet day-to-day needs and support home and co-working. Therefore the strategy should include identification of sufficient land for this provision, including scope for expansion, based on a forecast of demand, updated at least every five years.
- 5.90** In addition to being necessary to enable flexible working these shops, services and facilities will also benefit those in traditional work-based employment, retired residents and those juggling work, education, child or elderly care, thereby helping to create a more diverse and inclusive community.
- 5.91** In accordance with policies NS26: Local Centre and NS27: Employment, co-working space and retail, services and community facilities should be located within the local centre where they are easily accessible to the whole community and can support each others operation. Proposals for facilities in other locations will need to demonstrate that they will not undermine the vitality and viability of the local centre.

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- 5.92** Proposals will need to set out how the provision of co-working spaces and retail, services and community facilities will be secured from first occupation; how and when demand will be monitored and how this would trigger expansion or re-allocation to other non-residential uses when necessary. Proposals will also need to set out stewardship arrangements in perpetuity and demonstrate that opportunities for community ownership and/or representation have been considered. Provision and stewardship will be secured through planning conditions and/or S106 agreements, as necessary.

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NS10: Climate Resilience

Policy NS10: Climate Resilience

Proposals are required to be accompanied by a settlement-wide **climate resilience strategy** that identifies and addresses locally specific climate change impacts expected to arise under credible predictions of reasonable worst-case climate scenarios.

The strategy will inform the development of the settlement-wide masterplan, green blue infrastructure strategies submitted for each development stage and any other relevant strategies submitted in support of proposals.

The strategy will include measures to demonstrate that key impacts under reasonable worst-case scenarios will be addressed satisfactorily. This will include ensuring that: people and property are safe from flooding, buildings do not overheat, public spaces are pleasant places to be, and water use in buildings and the public realm is minimised. These measures will include:

- Avoiding impermeable surface materials within the public and private realms, where possible;
- Measures to minimise the risk of overheating in buildings that follow the cooling hierarchy below:
 1. Minimise internal summer heat generation through efficient design;
 2. Reduce the amount of heat entering a building in summer through passive design, including the ability to retrofit solar shading to buildings;
 3. Manage heat in buildings through internal thermal mass and high ceilings;
 4. Passive ventilation, including avoiding single aspect properties;
 5. Mechanical ventilation;
 6. Active cooling systems using low carbon energy
- Integration of measures to demonstrate that infrastructure and open space and other areas within the public realm will not overheat and will remain safe and operational. These will include trees for shading including, where appropriate, tree-lined streets and, where necessary, the use of building foundations that can accommodate the growth of large shade giving trees close to properties and infrastructure;
- As a minimum, all dwellings will meet the tighter Building Regulations water efficiency standard of 110 litres/person/day and all other development will meet the BREEAM⁽³⁰⁾ 'Excellent' standard (or any future national equivalent) for non-domestic buildings in respect of water use. All development will demonstrate incorporation of measures, where appropriate, to further reduce water use, including: water sensitive landscapes and public spaces that minimise potable water use, rainwater harvesting, making use of smart infrastructure and use of water efficient appliances.

The strategy will be monitored. The strategy will be reviewed in-light of monitoring information and changing baseline conditions and, where necessary, updated at least every five years.

Applicants will demonstrate arrangements for management and stewardship of measures in perpetuity, where necessary, including responsibility for monitoring and review of the strategy. Stewardship arrangements will consider opportunities for community representation and/or ownership.

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Justification

- 5.93** This policy seeks to secure the climate change priority of climate resilience and the accompanying ambitions set out in the New Settlement Climate Change Strategy⁽³¹⁾
- 5.94** Climate change is happening now and the impacts of increasing surface temperatures are already beginning to be experienced. As further warming is predicted under all decarbonisation pathways set out by the United Nations Intergovernmental Panel on Climate Change (IPCC), it is necessary to ensure that climate change responses at Maltkiln include actions to adapt to this inevitable warming, alongside those to reduce carbon emissions, in order to ensure that the settlement will be resilient to the impacts of climate change.
- 5.95** As a result, and in support of the Climate Change Act 2008, Flood and Water Management Act 2010 and paragraphs 8 and 153 of the National Planning Policy Framework (NPPF) (2021), a settlement-wide climate resilience strategy is required to identify and address locally specific climate change impacts expected to arise under credible predictions of reasonable worst-case climate scenarios.
- 5.96** It is important that the strategy is based on a sound understanding of carbon emissions trajectories and projections of warming, and how these create impacts and risks locally at Maltkiln. In practice this means acting within the science set out in credible and up-to-date publications. This should include work produced by or for public bodies, including, the UK Climate Projections published by the Met Office⁽³²⁾, the UK Climate Change Risk Assessment (CCRA) 2022 or successive updates⁽³³⁾, the Independent Assessment of UK Climate Risk, an evidence base produced to inform the 2022 UK CCRA⁽³⁴⁾ and climate change allowances to be used in flood risk assessments, produced by the Environment Agency⁽³⁵⁾.
- 5.97** The strategy should consider climate change impacts on people, buildings, infrastructure, water supply, biodiversity and landscapes at the new settlement under reasonable worst-case scenarios and address relevant issues. Reasonable worst-case scenarios should be accommodated in order to deliver on the ambition of Maltkiln being an exemplar of sustainable design.
- 5.98** The strategy will need to demonstrate that the key impacts identified will be addressed satisfactorily. This will include ensuring that people and property are safe from flooding, buildings do not overheat, public spaces are pleasant places to be, and water use in buildings and the public realm is minimised.
- 5.99** Detailed requirements to ensure that people and property are safe from flooding are set out in policy NS 11: Flood Risk and Drainage. In addition, the strategy will set out how impermeable surface materials within the public and private realms will be avoided, where possible.
- 5.100** It is expected that Part O of the Building Regulations will be the primary measure to limit overheating risk in dwellings and commercial properties providing residential space, such as care homes. This policy requires approaches to manage overheating in all buildings to

31 Harrogate Borough Council (2022): New Settlement DPD: Climate Change Strategy is available on the Council website.

32 Met Office UK Climate Projections (UKCP) is available at: www.metoffice.gov.uk/research/approach/collaboration/ukcp/index

33 HM Government 2022: UK Climate Change Risk Assessment is available at: www.gov.uk/government/publications/uk-climate-change-risk-assessment-2022. This risk assessment is updated every five years in response to the Climate Change Act 2008

34 UK Climate Risk: Independent Assessment of UK Climate Risk is available at: www.ukclimaterisk.org

35 Environment Agency: Flood Risk Assessments- Climate Change Allowances is available at: www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances

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follow the cooling hierarchy so that cooling is incorporated in the design process. This will ensure that buildings are better equipped to manage cooling needs over their lifetime whilst avoiding the use of active cooling systems, such as air conditioning.

- 5.101** The strategy will need to integrate measures to demonstrate that infrastructure and open space and other areas within the public realm will not overheat and will remain safe and operational. Measures will need to include trees for shading, ensuring that planting will provide adequate cooling in the necessary timeframe. Streets should be tree-lined unless it can be demonstrated this would be inappropriate. The strategy should include, where necessary, use of building foundations that can accommodate the growth of large shade giving trees close to properties and infrastructure.
- 5.102** The following measures should also be considered and incorporated into place-making, where appropriate:
- Use of green blue infrastructure, such as green walls and trees, and sustainable drainage systems (SuDS) to keep spaces cool and usable during extreme weather,
 - Maximising the multifunctionality of green blue infrastructure, for example, where appropriate combining climate resilience functions with providing opportunities for recreation and delivering biodiversity net gain,
 - Plant species chosen for their suitability to projected climate scenarios,
 - Securing sufficient modal shift to allow reallocation of car parking space (see policy NS5) to create space to manage water, high temperatures, provide biodiversity and food growing opportunities,
 - Spaces and streets with year-round high-quality microclimates, including use of “cool materials” and shading, and
 - Publicly accessible “cool buildings” for respite
- 5.103** All dwellings are required, as a minimum, to meet the tighter Building Regulations water efficiency standard of 110 litres/person/day. National planning policy requires adaptation approaches to consider water supply and demand, and enables local policies to require the optional tighter standard in place of the mandatory national standard of 125 litres/person/day.
- 5.104** While Yorkshire is not currently under water stress ⁽³⁶⁾, forecasting of supply and demand in Yorkshire Water's latest adaptation plan⁽³⁷⁾ shows that declining availability of water due to climate change coupled with increasing demand due to population and economic growth will result in a deficit by the 2030s unless action is taken. The requirement to meet the optional standard is in-line with Yorkshire Water's Water Resources Management Plan⁽³⁸⁾ and the emerging Water Resources North (WReN) regional plan⁽³⁹⁾, which both identify reducing average per capita consumption to 110 litres/person/day by 2050 as a key objective.
- 5.105** To achieve water efficiency in non-housing development, all other development is required to meet the BREEAM ‘Excellent’ standard for non-domestic buildings in respect of water use. BREEAM is an independently accredited method for assessing and rating the environmental performance of development. The Council will require compliance to be verified by applicants through independent assessment at the design and post-construction stages.

36 The Environment Agency has defined water company areas that are under serious water stress. The Yorkshire Water area is not currently defined as under serious water stress. Further information can be found in: Environment Agency (2021): Water Stressed Areas Classification

37 Yorkshire Water (2021): Adaptation Report 2020/2021

38 Yorkshire Water (2020): Water Resources Management Plan 2019

39 Water Resources North (WReN) (January 2022): Emerging Plan Consultation

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- 5.106** In addition all development should demonstrate that opportunities to further reduce water use have been considered and incorporated where feasible and viable. Further opportunities should include:
- Water sensitive landscapes and public spaces that do not require potable water beyond establishment,
 - Incorporation of rainwater harvesting systems in landscapes and public spaces, and commercial or public buildings to provide for irrigation and other non-potable needs,
 - Incorporation of rain gardens into public spaces and streets,
 - Use of smart infrastructure to manage water use,
 - Use of water efficient appliances to minimise water use.
- 5.107** The strategy should be monitored, for example, monitoring of temperatures in buildings- as set out in policy NS7: Net Zero Carbon Energy Supply and Use- and key public areas, the performance of SuDS, the availability of non-potable water for irrigation and the quality of green and blue infrastructure- such as growth and survival rates of planting.
- 5.108** The strategy should be reviewed in-light of this monitoring information and changing baseline conditions and, where necessary, updated at least every five years. Review of baseline conditions should include consideration of updated climate projections, risk assessments, adaptation strategies and climate change allowances. The approach for monitoring and review will be agreed with the local planning authority and secured through a planning condition.
- 5.109** Applicants should demonstrate arrangements for management and stewardship of measures in perpetuity, where necessary,
- 5.110** Where necessary, proposals will need to set out stewardship and management arrangements in perpetuity and demonstrate that opportunities for community ownership and/or representation have been considered. Provision and stewardship will be secured through planning conditions and/or S106 agreements, as necessary.

NS11: Flood Risk and Drainage

Policy NS11: Flood Risk and Drainage

Proposals are required to achieve the following overarching requirements:

- a. Ensure that people and property are resilient to the impacts of flooding over the lifetime of the development through a strategy that avoids development on land at risk of flooding;
- b. Not increase flood risk elsewhere, and use reasonable opportunities provided by the development to reduce the causes and impacts of flooding.

The design and development of proposals are required to be based on a detailed site-specific flood risk assessment that:

- a. Includes all sources of potential flood risk, in particular from river flooding and surface water flooding;
- b. Is based on appropriate further evidence of the flood risk characteristics of the Kirk Hammerton Beck and its tributaries to the satisfaction of the Environment Agency;
- c. Identifies and takes account of all local sources of relevant flood information both on-site and in the immediate vicinity;
- d. Gives adequate consideration to overland flows, taking account of expected increases due to climate change;
- e. Is based on appropriate up-to-date climate change allowances in order to understand how climate change is expected to affect flood risk over the lifetime of the development:
 - Peak river flow: The central allowance should be used. In addition the upper end allowance should be used as a credible maximum scenario for sensitivity testing;
 - Peak rainfall intensity: The upper end allowances plus a further allowance for urban creep should be used for both the 1 in 30 year and 1 in 100 year rainfall events; and
- f. Identifies existing vulnerabilities to flooding both on-site and in the immediate vicinity, as well as opportunities for the development to reduce flood risk overall and increase resilience.

The design and development of proposals are required to be in accordance with an approved drainage strategy that:

- a. Is based on an acceptable site-specific flood risk assessment;
- b. Incorporates sustainable drainage systems (SuDS) discharging to one or more of the following in the order of priority shown, unless there is clear evidence this is inappropriate:
 1. Discharge to the ground,
 2. Discharge to a surface water body;
- c. Is based on intrusive site investigations and percolation testing to the satisfaction of the lead local flood authority, North Yorkshire County Council, to determine the suitability of soakaways discharging to the ground;
- d. Where discharge to a surface water body is proposed, it should maintain the existing surface water regime and ensure that overland flows are integrated within the design as far as possible;

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- e. Provides sufficient storage for surface water to accommodate the 1 in 100 year rainfall event plus appropriate allowances for both climate change and urban creep; and limits peak flow discharge rates to acceptable levels;
- f. Provides multifunctional benefits, where possible, including in relation to health and wellbeing, biodiversity and climate change resilience;
- g. Includes adequate whole-life management and maintenance arrangements; and
- h. Accords with relevant SuDS guidance produced by the lead local flood authority, North Yorkshire County Council, and the Environment Agency.

The design and development of proposals are required to be in accordance with an approved masterplan that is based on an acceptable site-specific flood risk assessment and achieves the following detailed requirements:

- a. No development on land currently at risk of river flooding (flood zones two and three) or currently expected to be at risk as a result of climate change. These areas should remain undeveloped and be incorporated into the green blue infrastructure network;
- b. No development on land with a current pre-development risk of surface water flooding or currently expected to be at risk as a result of climate change. These areas should remain undeveloped and be incorporated into the green blue infrastructure network and be used, where possible and appropriate, to locate additional surface water features that are safe and attractive and capable of contributing to storm water attenuation, in accordance with an approved drainage strategy;
- c. Ensures safe (ideally dry) access and egress routes are available at all times;
- d. Identifies the main components of a holistic approved drainage strategy for the whole settlement; and
- e. Takes reasonable opportunities provided by the development and improvements in green blue infrastructure and other infrastructure to reduce the causes and impacts of flooding.

Proposals are required to meet the requirements of Local Plan Policy CC1 (or successor policies) in relation to culverts and canalised watercourses.

Justification

- 5.111** Policy DM4 in the Harrogate District Local Plan 2014-2035 requires Maltkiln to be an exemplar of sustainable design and include appropriate measures to mitigate flood risk. The Council's strategic flood risk assessment (SFRA)⁽⁴⁰⁾ indicates that, although the allocation site contains an area at risk of river flooding and several areas at risk from surface water, the site overall is at low flood risk. The area shown as at risk of river flooding is close to the Kirk Hammerton Beck in the east of the site and represents approximately 0.5% of the allocation. Whilst surface water risk affects a greater area, the vast majority of the site is at little or no risk- the areas of risk are centred on lower lying land close to the beck or other permanent or semi-permanent surface water features, such as ponds.
- 5.112** At the same time it is recognised that despite current carbon reduction commitments, further global warming will occur and lead to increased rainfall and increased frequency of high intensity events that, in turn, will increase flood risk. As such in order to address flood risk effectively it will be necessary to respond to the impacts of a changing climate.

40 Harrogate Borough Council Level 1 Strategic Flood Risk Assessment (2016) and Harrogate Borough Council Level 1 Strategic Flood Risk Assessment Addendum (2018)

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- 5.113** Therefore, in-line with paragraph 159 of the National Planning Policy Framework (NPPF) (2021), this policy seeks to ensure that development is directed away from areas at risk of flooding, whether now or in the future, and if any acceptable development is necessary in such areas, ensure it is made safe for its lifetime without increasing flood risk elsewhere. In achieving this aim the policy will help to secure the climate change priority of climate resilience set out in the New Settlement Climate Change Strategy ⁽⁴¹⁾ and discussed further in policy NS10: Climate Resilience.
- 5.114** Paragraph 161 of the NPPF (2021) requires all plans to take a sequential, risk based approach to the location of development- taking into account all sources of flood risk and the current and future impacts of climate change- so as to avoid, where possible, flood risk to people and property.
- 5.115** In identifying the new settlement site, a sequential approach to flood risk has been followed, which demonstrates that the allocation site is sequentially acceptable. This work, including a sequential consideration of site options within the broad location for growth that informed site selection is set out in the New Settlement DPD: Flood Risk Sequential Assessment ⁽⁴²⁾. In addition to the current sequential assessment, the report also discusses the wider sequential approach that was used to support allocations in the adopted local plan and the sequential considerations that took place during local plan preparation to inform the identification of a broad location for growth.
- 5.116** The report explains that, in order to accord with the wider sequential approach used to inform local plan allocations the current assessment would need to identify a site where delivery could occur without developing on land at risk of river flooding (flood zones two and three). However, it also acknowledges that since local plan preparation national policy and guidance on sequential testing have been updated with more explicit requirements to take account of all sources of flood risk and the predicted impacts of climate change. As a result, it explains that the aim of the current assessment was widened- to seek to identify a site where delivery could occur without developing on land at risk of flooding from all sources both now and in the future as a result of climate change.
- 5.117** Although the site selected for allocation includes small areas of land at risk of either river or surface water flooding, the report concludes that there is sufficient land within the site to accommodate at least the minimum quantum of development required by the local plan whilst ensuring that development will not take place on land known to be at risk of river or surface water flooding now or expected to be at risk in the future.
- 5.118** To accord with NPPF paragraph 159 proposals need to ensure that people and property are resilient to the impacts of flooding over the lifetime of the development, and, to deliver development that accords with the sequential assessment findings, this should be achieved through a strategy that avoids development on land at risk of flooding now or in the future. In-line with NPPF paragraphs 161 and 167 proposals must demonstrate they would not increase flood risk elsewhere but would use opportunities provided by the development to reduce the causes and impacts of flooding.
- 5.119** Proposals are required to be based on a detailed site-specific flood risk assessment that addresses all potential sources of flood risk. This will include further investigation of the Gelsthorpe Gutter/Kirk Hammerton Beck and tributaries. This is to overcome limitations associated with the Environment Agency's Flood Map for Planning arising from the extent of the modelling within this dataset and will inform detailed site layouts so that sequential

41 Harrogate Borough Council (2022): New Settlement DPD: Climate Change Strategy is available on the Council website

42 Harrogate Borough Council (2022): New Settlement DPD: Flood Risk Sequential Assessment is available on the Council website

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test findings are met. The Environment Agency will need to be satisfied that flood risk associated with these watercourses is adequately evidenced and understood. This may include a need for an assessment of residual risks, for example, as a result of culvert blockage. Advice on appropriate methodologies should be sought from the Environment Agency prior to further assessment.

- 5.120** As the site and the wider locality includes areas at risk of surface water flooding, additional scrutiny, which goes beyond a reliance solely on the Environment Agency's Flood Risk Maps for Surface Water, should be given to identifying surface water flooding risks. This should include taking account of local sources of flood information, including those held by the lead local flood authority, North Yorkshire County Council, as well as other sources such as historic flood intelligence.
- 5.121** To understand flood risk over the lifetime of the development in-light of climate change impacts, and deliver development that accords with the sequential assessment findings, the flood risk assessment will need to be based on appropriate up-to-date climate change allowances for peak river flow and peak rainfall intensity. While national guidance in the Planning Practice Guidance (PPG): Flood Risk and Coastal Change (Paragraph six; 15 August 2022) states that residential development has an assumed lifetime of at least 100 years, it suggests that new settlements should be anticipated to have a lifetime beyond 100 years. The assumed lifetime of development to be used in an acceptable flood risk assessment will need to be agreed with the local planning authority. If risks arising beyond 100 years are identified proposals should ensure, as a minimum, that sufficient ability to adapt to those impacts is incorporated.
- 5.122** The Environment Agency produces guidance on climate change allowances and their use. This should be reviewed to ensure that up-to-date guidance is being followed⁽⁴³⁾. For peak river flow the 2080s allowances currently look the furthest ahead and relate to the period 2070 to 2125. Central and upper end allowances should both be used, with the upper end used as a sensitivity test⁽⁴⁴⁾.
- 5.123** For peak rainfall intensity the 2070s allowances currently look the furthest ahead and relate to the period 2061 to 2125. The upper end allowances should be used for both the 1 in 30 year and 1 in 100 year rainfall events (33% and 1% annual exceedance probability events respectively)⁽⁴⁵⁾. In addition both scenarios should include a further allowance to address the potential for additional impacts as a result of urban creep⁽⁴⁶⁾.
- 5.124** The flood risk assessment should also identify any existing vulnerabilities to flooding within the site and in the immediate vicinity as well as indicating where development could provide opportunities to reduce flood risk overall and increase resilience.
- 5.125** In-line with paragraph 169 of the NPPF (2021) an acceptable drainage strategy incorporating sustainable drainage systems (SuDS) showing that surface waters can be successfully managed would need to be approved. The approach to SuDS should follow the drainage hierarchy set out in Part H of the Building Regulations⁽⁴⁷⁾ and accord with relevant up-to-date

43 Environment Agency guidance on Flood Risk Assessments: Climate Change Allowances is available at: www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances.

44 Peak River Flow Allowances: These were updated in July 2021. At July 2021 the relevant allowances for the 2080s for the Swale, Ure, Nidd and Upper Ouse Management Catchment are: Central: 25%; Upper End: 53%.

45 Peak Rainfall Intensity Allowances: These were updated in May 2022. At May 2022 the relevant allowances for the 2070s for the Swale, Ure, Nidd and Upper Ouse Management Catchment are: 3.3% annual exceedance rainfall event: 40%; 1% annual exceedance rainfall event: 45%.

46 Urban Creep: Current lead local flood authority guidance identifies that a 10% increase in impermeable area should be applied

47 The drainage hierarchy in Part H of the Building Regulations is: 1. Discharge into the ground (infiltration); 2. Discharge to a surface water body; 3. Discharge to a surface water sewer, highway drain, or another drainage system; 4. Discharge to a combined sewer.

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guidance produced by the lead local flood authority, North Yorkshire County Council⁽⁴⁸⁾ and the Environment Agency⁽⁴⁹⁾ ⁽⁵⁰⁾. Although the hierarchy includes use of combined sewers and public surface water drainage, it nevertheless discourages these approaches in favour of more preferential options. Given that these existing surface water infrastructure are limited and, as such, are unlikely to be viable destinations, and that, notwithstanding limitations, the need for connections to public sewers should be designed out through effective masterplanning and a holistic approach to surface water management, it is considered that acceptable solutions should employ only discharge to the ground and/or discharge to a surface water body unless there is clear evidence this is inappropriate.

- 5.126** Proposals must be accompanied by satisfactory evidence demonstrating the suitability or otherwise of discharge to the ground using soakaways. Where discharge to a surface water body is proposed, the existing surface water regime should be maintained. If alterations to this regime are proposed a hydrological assessment may be required to ensure that flood risk is not increased. Overland flows should be integrated within the design as far as possible.
- 5.127** The drainage strategy needs to demonstrate sufficient storage to accommodate the 1 in 100 year rainfall event plus appropriate allowances for both climate change and urban creep. In-line with national guidance the upper end peak rainfall climate change allowance of 45% should be used and in-line with lead local flood authority guidance a further 10% should be added to address urban creep.
- 5.128** The strategy also needs to show that peak flows will be limited to acceptable rates, as determined by the planning authority in-light of the views of the lead local flood authority, North Yorkshire County Council, internal drainage boards⁽⁵¹⁾, the Environment Agency and other relevant stakeholders. The rates must not exceed the calculated greenfield runoff rate and, if possible, should be lower in order to help reduce wider flood risk, subject to these below greenfield rates not leading to unacceptable ecological or morphological impacts.
- 5.129** In addition to planning permission, discharge of surface water to a watercourse requires consent from relevant internal drainage boards. The Kirk Hammerton Beck, which runs through the new settlement, and other watercourses that may drain the pre-developed site, including those to the north and west of Cattal, are within the drainage district of the Swale and Ure Drainage Board who have indicated that rates should be restricted to a maximum of 1.4 litres per second per hectare (l/s/ha) or green field rates.
- 5.130** The drainage strategy will need to demonstrate how proposals provide multifunctional benefits, including in relation to health and wellbeing, biodiversity and wider climate change resilience.
- 5.131** An acceptable masterplan would need to be submitted. This should show development not taking place on land within flood zones two or three, or on land identified as at risk of future river flooding due to climate change. Instead these areas should be incorporated into the green blue infrastructure network. Land identified under the central allowance must be avoided. Further land identified under the upper end allowance should also be avoided, however, if avoidance of any of these further areas is not possible, this should be robustly justified and satisfactory mitigation included. Certain water compatible development, such as open space, may be appropriate in flood zones two and three and areas at risk of surface

48 Current lead local flood authority guidance is set out in: North Yorkshire County Council (2018): SuDS Design Guidance 2018 Update or successor documents

49 Environment Agency/ CIRIA (2015): The SuDS Manual

50 Environment Agency (2018): The Environment Agency's Approach to Groundwater Protection. In particular: Position Statement G13: Sustainable Drainage Systems.

51 The Swale and Ure Drainage Board and The Ainsty Internal Drainage Board are both responsible for assets that may be affected either directly or indirectly by development of the new settlement

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water flooding. In-line with the Planning Practice Guidance, water compatible development proposed in flood zone 3b- or on land at the same level of risk of surface water flooding (1-in-30 years/ 3.3% AEP)- should be designed and constructed to:

- Remain operational and safe for users in times of flood;
- Result in no net loss of floodplain storage;
- Not impede water flows and not increase flood risk elsewhere.

- 5.132** The masterplan is also required to show development not taking place on land with a pre-development risk of surface water flooding or on land identified as at risk due to climate change. Instead these areas should remain undeveloped and be incorporated into the green blue infrastructure network and be used, where possible and appropriate, to locate additional surface water features that are safe and attractive and capable of contributing to storm water attenuation, in accordance with the approved drainage strategy. Areas where the risk extends over significant extents and areas that accommodate important overland flow pathways must be avoided. Discreet isolated areas of risk where the extent is small should also be avoided but where this is not possible this should be robustly justified, and satisfactory mitigation included. Development will need to ensure that safe access and egress routes are available at all times in light of flood risk from any source throughout the lifetime of the development. Given the limited nature of flood risk at the site these routes should be dry in times of flood.
- 5.133** The design of the new settlement, including the approach to flood risk, drainage, green blue infrastructure and other infrastructure should incorporate reasonable measures that will reduce wider flood risk and improve the resilience of existing communities. This should include setting out and justifying whether existing vulnerabilities identified in the flood risk assessment will be addressed.
- 5.134** The main components of the approved drainage strategy must also be shown on the masterplan. Once approved, future development will be required to be in accordance with the masterplan.
- 5.135** Proposals are required to meet the requirements of Local Plan Policy CC1: Flood Risk and Sustainable Drainage in relation to culverts and canalised watercourses. Building over existing culverts or the culverting or canalisation of water courses will not be permitted unless it can be demonstrated to be in the interests of public safety or to provide essential infrastructure, and there will be no detrimental effect on flood risk and biodiversity. Where feasible, development proposals should incorporate re-opening of culverts, modification of canalised water courses and consideration of mitigation measures to achieve a more natural and maintainable state.

Green and Blue Infrastructure 6

- 6.1** The NPPF (July 2021) seeks to support strong, vibrant communities fostering well designed beautiful places with open spaces that reflect current and future needs and support communities health, social and cultural well-being. It advocates the importance of access to a network of high quality open spaces as well as looking to protect and enhance the natural environment and valued landscapes including improving biodiversity.
- 6.2** Harrogate District Local Plan Policy HP6 seeks to protect existing open space and recreational facilities whilst Policy HP7 provides the policy basis for ensuring that adequate open space, sports and recreational provision is secured for new developments.
- 6.3** Policy NE3 of the Local Plan aims to protect and enhance the features of ecological and geological interest and provide net gains in biodiversity whereas Policy NE5 states that development proposals should amongst other things protect and enhance existing green infrastructure, and create new green links.
- 6.4** Policy DM4 states that the DPD should provide biodiversity enhancements and appropriate landscaping measures to provide a high quality landscape setting. It also requires the creation of a connected network of green infrastructure, open spaces and informal and formal recreational facilities that respects and enhances the landscape qualities of the area and maximises opportunities to create and strengthen green infrastructure. The green and blue infrastructure policies within this section look to deliver the requirements set out in DM4.

NS12: Green and Blue Infrastructure

Policy NS12: Green Blue Infrastructure

A Green Blue Infrastructure (GBI) strategy must be produced to inform each stage of development. GBI strategies should be guided by the Development Framework, existing landscape and natural capital functions, the vision and objectives for the new settlement and the relevant Local Nature Recovery Strategy.

Green Blue Infrastructure strategies should deliver high-quality provision with reference to the Building with Nature standards and aim to achieve the following:

- a. Optimize multi-functionality and provide a wide range of natural functions through an interconnected network of GBI;
- b. Respond to the existing natural and historic environment context of the site and embed quality design to create a distinctive sense of place;
- c. Incorporate a range of distinctive green spaces that respond to local needs, including quiet areas for people and wildlife;
- d. Incorporate SuDS using above-ground water features to maximise opportunities to benefit people and wildlife;
- e. Provide attractive walking and cycling routes for a wide range of non-motorised users;
- f. Incorporate opportunities to bring nature closer to children;
- g. Provide resilient features which mitigate the impacts of climate change;
- h. Be delivered and maintained using sustainable resources;
- i. Connect with green infrastructure beyond the settlement boundary into the rights of way network; and
- j. Achieve climate change adaptation.

6 Green and Blue Infrastructure

Information on the governance structure and funding mechanisms for the delivery and maintenance of all elements of GBI should be included within the strategy.

Justification

- 6.5** Green and Blue infrastructure (GBI) refers to a multi-functional linked network of green and blue spaces that provide a range of benefits for social well-being, the environment and economic prosperity. The Development Framework shows the main elements of the green blue infrastructure network identified in the Green Blue Infrastructure Framework included within the Green Hammerton/Cattal New Settlement Concept Framework ⁽⁵²⁾
- 6.6** The Green Blue Infrastructure Framework is based on existing habitats within and close to the new settlement site and the local topography. It identifies corridors of trees, green spaces, pedestrian and cycle ways, and the Kirk Hammerton Beck to connect the new settlement and reflect the local character. These corridors form the green spine of the new settlement. They reduce the impact of climate change, offer active transport routes and provide opportunities for biodiversity enhancement. The GBI strategy should use this framework to accommodate a series of open spaces that vary in scale and location across the new settlement to ensure recreational opportunities to all of its future residents. Provision should include distinct destination points as required by Policy NS15: Protecting Aubert Ings SSSI.
- 6.7** The Green Blue Infrastructure strategy could provide opportunities to provide and create wildlife corridors, flood alleviation, water quality buffers and informal recreation opportunities.
- 6.8** Local Nature Recovery Strategies are a new system of spatial strategies for nature required by the Environment Act 2021 that will cover the whole of England. They will establish priorities and map proposals for specific actions to drive the recovery of nature and provide wider environmental benefits. Once in place these strategies will be a key driver of local actions, including the use of nature-based solutions, and will provide an evidence base to inform the development of a nationwide Nature Recovery Network.
- 6.9** Green and blue infrastructure strategies submitted in support of proposals should, where possible, deliver on priorities and align with relevant specific proposals set out in an adopted and/or emerging Local Nature Recovery Strategy. Strategies supporting detailed applications should include review and update of relevant parts of earlier strategies to ensure proposals support an up-to-date Local Nature Recovery Strategy.
- 6.10** The Building with Nature standards provide a national framework to define high-quality Green Blue Infrastructure that is evidence based. The framework defines 12 quality standards for place-making and place-keeping covering the themes of well-being, water and wildlife. Green and blue infrastructure strategies should secure high-quality provision. The quality of proposals should be demonstrated with reference to the Building with Nature standards ⁽⁵³⁾.
- 6.11** Local Plan Policy NE5 provides strategic principles for the design of GBI that seek to ensure that local benefits are maximised. This policy builds on these principles by identifying the types and nature of key features which are required to deliver the vision for the New Settlement:

52 This document is available on the Council website

53 Further information on the Building with Nature standards can be found at www.buildingwithnature.org.uk

Green and Blue Infrastructure 6

- **Local Distinctiveness.** A strong GBI strategy which links with surrounding features and landscape can ensure the new settlement complements and enhances the local distinctiveness of the wider Green Hammerton and Cattal area;
- **Business Benefits.** Quality green space has the opportunity to create a setting for investment within the employment core;
- **Recreation and Health.** By providing recreational opportunities close to people's homes, such as allotments and equipped areas for play, there can be a positive impact on local health and well being;
- **Water management.** There are a number of ponds on the site. Areas of water attenuation would slow down the passage of water to the Kirk Hammerton Beck, mitigating risks to the new settlement and protecting water quality of the River Nidd;
- **Climate change adaptation and mitigation.** An accessible and connected GBI network can encourage less polluting travel behaviour. Tree planting, for example, in community woodlands or orchards, allotments and other public open spaces, absorbs carbon from the atmosphere, provides shading and shelter and contributes to water management;
- **Legacy.** Providing people, particularly children, with the opportunities to experience and appreciate nature can be the best way to show people the benefits of protecting our environment. Providing GBI links with school sites will allow opportunities for learning about nature;
- **Ecology.** Connected GBI creates wildlife corridors to stimulate more resilient biodiversity.

6.12 The green blue infrastructure strategy provides an opportunity for water quality improvements. Waste water management and other improvements will be beneficial in securing protections and enhancements to water quality.

Management and Stewardship

6.13 A key principle is to ensure long term stewardship of the development of green infrastructure assets. This can be achieved by establishing management and maintenance requirements from the outset for each element of the open space and public realm.

6 Green and Blue Infrastructure

NS13: Biodiversity Net-Gain

Policy NS13: Providing Biodiversity Net Gain

Maltkiln will be designed to deliver meaningful gains for biodiversity and optimize opportunities to deliver multiple benefits for nature and people.

This will be achieved by a settlement wide Biodiversity Net Gain strategy that delivers at least 10% net gain in biodiversity value.

The Biodiversity Net Gain strategy should:

- a. deliver biodiversity net gain within the development site, or on land closely related to the site;
- b. utilise opportunities to connect existing habitats, particularly woodlands in the west and riparian habitats in the east;
- c. ensure development does not interrupt existing wildlife corridors (either physically or by causing disturbance through the development/use of the site);
- d. enhance riparian habitats and take opportunities to help deliver Water Framework Directive objectives;
- e. deliver optimum ecosystem services;
- f. be incorporated into phasing plans to avoid, or where appropriate, reduce the time lag between biodiversity losses and commencement of enhancements; and
- g. seek to engage residents and other stakeholders to secure gains in perpetuity.

In addition to the above, the development scheme should provide targeted enhancements for specific species. These should be considered within the context of the wider BNG provision and include:

- a. integrated bat bricks in 5% of dwellings;
- b. integrated swift bricks in 25% of dwellings;
- c. hedgehog passes between private gardens; and
- d. consideration of bird boxes in open space targeted at birds of conservation concern.

Justification

- 6.14** Biodiversity, the range of plants, animals and fungi, which inhabit our district has an intrinsic value which is appreciated by many people and knowing there is abundance of biodiversity can attract people to visit or live in particular areas. But biodiversity is also essential for the delivery of 'ecosystem services', these are the benefits people receive from the natural environment and cover a range of services from those essential for life such as recycling nutrients, protection from hazards and climate regulation to cultural benefits such as leisure, mental wellbeing and beauty.
- 6.15** Over the last 50 years there have been significant declines in animal and plant species. To halt the decline of biodiversity across the country Defra's 25 year plan sets out an ambition to put the environment at the heart of planning and embed a principle of 'environmental net gain' for development. The Environment Act (2021) makes provision for a mandatory 10% net gain of biodiversity in new development and it is anticipated that secondary legislation

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will be passed for this provision to commence in 2023. It is important the new settlement is designed to meet this net gain target so it can fulfil the expectations of future residents and wider stakeholders.

- 6.16** Local Plan Policy NE3 sets out general requirements to ensure the natural environment is protected by the use of the mitigation hierarchy and provides specific requirements for designated sites and priority species and habits. The provision of BNG does not negate the requirement to meet other provisions within NE3 and the BNG Strategy must be designed following the mitigation hierarchy.
- 6.17** The BNG strategy, an Ecological Impact Assessment and completed metric for all habitats must be submitted with the outline planning application to evidence how the required net gain will be delivered across the whole site. The masterplan and phasing plans must include the post-development biodiversity value for each phase of development and subsequent applications for reserved matters should show how the target biodiversity value for each phase will be met. The required process to calculate and evidence biodiversity net gain, and further details on the required supporting information, is explained within the Providing Net Gain for Biodiversity SPD.

Water Framework Directive (WFD)

- 6.18** The WFD is a European directive which aims to protect and improve the water environment. River basin management plans (RBMPs) describe how the WFD will be achieved in each region, and at a local level which actions and measures need to be implemented to achieve the objectives of the WFD. The Maltkiln New Settlement is within the Humber river basin management plan. The Humber river basin management plan describes the challenges that threaten the water environment and how these challenges can be managed⁽⁵⁴⁾. The WFD places a duty on the local authority to 'have regard' to the river basin management plans when exercising their functions ensuring they neither undertake nor authorise a project which may jeopardise;
- The current status of a WFD element or cause its deterioration
 - The attainment of good status
 - Pollution reduction measures
 - Standards and objectives for protected areas
- 6.19** Applicants will be required to work with the local authority, Environment Agency, partnerships and communities to ensure a wide range of mitigation measures are incorporated to ensure positive environmental improvements are made in water quality.

The Humber River Basin Management Plan identifies a WFD target status and key objectives for the River Nidd including the Kirk Hammerton Beck, Gelsthorpe Gutter and Syke Dike tributaries. The Kirk Hammerton Beck is a tributary of the River Nidd from Crimble Beck to the River Ouse. This waterbody is classified as moderate because it has been heavily modified and has failures due to phosphates and priority hazardous substances. Providing habitat opportunities along Kirk Hammerton Beck would help with the efforts to address the heavily modified status of the overall waterbody. Further information can be found on the Catchment Data Explorer here: [Nidd from Crimble Beck to River Ouse | Catchment Data Explorer | Catchment Data Explore](#). The Biodiversity Net Gain strategy provides an opportunity to help address these objectives by enhancement of the riparian habitat of the onsite streams or, if appropriate, to provide off-site enhancement on Syke Dike or directly on the River Nidd providing opportunities to improve water quality through waste water management.

54 Humber river basin district river management plan: updated 2022
<https://www.gov.uk/guidance/humber-river-basin-district-river-management-plan-updated-2022>

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Local Plan policy NS2 refers to water quality and requires developers to undertake a thorough risk assessment of the impact on surface and groundwater systems in order to prevent pollution through both the construction and operational phases of development to prevent contamination of any watercourses. Further advice is available here <https://www.gov.uk/guidance/pollution-prevention-for-businesses> .

Ecosystem Services

- 6.20** Natural England have developed The Environmental Benefits from Nature tool to identify wider benefits for people and nature from biodiversity net gain and to provide a consistent method for comparing alternative BNG strategies. The tool is designed to work alongside a Biodiversity metric, using the same data and habitat-based approach to consider the impact across a range of ecosystem services. It is crucial that BNG strategies are designed foremost to deliver optimum benefits for biodiversity, but there are often variations on how these can be achieved and the Environmental Benefits from Nature tool should be used to compare variations. Applicants should show that the final BNG strategy has been informed by a consideration of ecosystem services using Natural England's tool.

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NS14: Open Space and Sport Provision**Policy NS14: Open Space and Sport Provision****On-site provision**

Within Maltkiln provision should be made for new sports, open space and recreational facilities to cater for the needs arising from the development. The provision standards and process set out in the Provision of Open Space and Village Halls Supplementary Planning Document (or any subsequent guidance) should be used to establish the starting point for on-site provision however this should be classed as the minimum and the actual amount of provision will be established as part of wider masterplanning.

All open spaces provided on-site should be:

- high quality
- low maintenance
- climate resilient, as required by Policy NS10, including through provision of shade giving trees and water conservation measures
- publicly accessible with a multi-use functionality
- accessible throughout the year to ensure unrestricted access for new and existing residents and visitors to the area
- cater for a range of uses

These spaces may include innovative forms and layouts allowing for a variety of activities that promote health and well-being. Proposals will need to demonstrate how existing and new open spaces connect to form a coherent and legible network with further connections within and beyond the new settlement boundary.

Where appropriate the Council will enter into a Section 106 agreement with the developer to implement the open space, and for future management and maintenance of the open space provision, before granting planning permission.

Protection of existing open space

There will be a presumption against any development proposals that result in the loss of a sport, open space, recreation or play facility except where it can be demonstrated that there is an excess of provision, or where alternative facilities of equal or better quality will be provided as part of the development or provided off-site with enhanced accessibility.

The re-configuration of existing open spaces where the space is re-provided on-site will only be considered if it is of equal size, and where it will achieve enhancements to address identified deficiencies in the capacity, quality and accessibility of open space.

Ancillary development on open space

Proposals for ancillary development on open space within Maltkiln will be supported where:

- a. it is necessary to/or would facilitate the proper functioning of the open space;
- b. is ancillary to the uses of the open space;
- c. is appropriate in scale;
- d. it would contribute positively to the use and quality of the open space

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Justification

- 6.21** Within Maltkiln provision will be made for sufficient high-quality accessible open space in response to the requirements set out in the Harrogate District Local Plan and the Provision of Open Space and Village Halls Supplementary Planning Document (or any subsequent document). The SPD states that for strategic sites, the SPD standards should be a starting point and the actual amount and design of on-site provision will be established as part of wider master-planning which may should take into account other guidance and best practice such as that provided by Sport England and Fields in Trust. The open space network will respect and enhance the existing natural features and will create new ones. They will manifest as a response to existing drainage, land form, ecology and recreation.
- 6.22** Sports pitches should be carefully sited within the new settlement and provide the necessary supporting facilities. Equipped areas that provide a wide range of facilities, such as play equipment and casual play areas, should be created for children and young people. Allotments should also be facilitated to provide residents with the opportunity to grow food and flowers. A circular green loop will provide walking and cycling routes to connect these places and provide links to nearby villages

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NS15: Protecting Aubert Ings SSSI**Policy NS15: Protecting Aubert Ings SSSI**

Recreational open space should be designed to mitigate additional recreational impact on Aubert Ings SSSI. In particular, walking routes should be provided which:

- a. Are traffic free and aesthetically pleasing;
- b. Link to other footpaths within the site to provide opportunities to extend walks and vary return routes;
- c. Lead to destination points and areas of distinct character;
- d. Incorporate areas where dogs can be off the lead and provide clear and engaging information on required dog behaviours;
- e. Link to residential areas.

An impact assessment on Aubert Ings SSSI should be undertaken and acted on. It should assess the impact of recreation on the SSSI, the effectiveness of proposed mitigation on the development site and whether mitigation on the SSSI site is required to mitigate residual impacts.

Justification

- 6.23** Aubert Ings SSSI is an area of unimproved grassland a short walk from Cattal within a meander of the River Nidd. Its traditional use as a hay meadow has allowed a range of grasses and herb flora to establish for which the site is recognised as being nationally important. There is no public access to the meadow, although the site itself is designated as common land and anecdotal reports suggest it is commonly used for walking and dog walkers. Informal signage on the site encouraging dog owners to clean up dog waste substantiate these reports.
- 6.24** The location of Maltkiln within walking distance of the SSSI increases the potential number of visitors to the meadow. This brings with it a number of risks. The most immediate is the increase of trampled vegetation which can result in a change of species where sturdier grasses become more common. Over time, the formation of tracks around and across the meadow can lead to bare ground. The use of the area for dog walking can bring specific risk to the nutrient balance of the soil. Dog urine and faeces add a nutrient load immediately onto the flora and could cause an increase of nutrient-demanding species which dominant less competitive species and change the habitat composition of the site. With any area that is frequently visited there is a risk of litter but particularly so with areas where services such as litter bins or rangers are not available. Litter is dangerous if ingested by wildlife and if left to decompose can impact on the nutrient balance of the soil in the immediate area.

According to the Pet Food Manufacturer's Association 33% of households in 2021 had a pet dog ⁽⁵⁵⁾. Dog ownership is shown to greatly benefit people's health and wellbeing, partly by encouraging people to be more active and spend time outdoors. Consideration for how to meet the needs for dog owners within the the new settlement should be carefully considered and regard given to how this will help mitigate impacts on the SSSI, avoid conflict between different users within the settlement and ensure that biodiversity targets for the new settlement can be achieved.

55 www.ukpetfood.org

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- 6.25** Areas which are close to home, away from traffic and allow dogs to be off the lead are welcomed by dog walkers. Acceptable behaviour for dogs may vary across the site, for example, in some areas it may be necessary to bag and bin mess whilst in others, perhaps within woodland, it may be acceptable to only ensure paths are kept clear. A strategy for effectively engaging and communicating with dog owners will make them feel welcome and more likely to use their local area.
- 6.26** Policy NS15 requires walking routes which lead to destination points and areas of distinct character, primarily aimed at drawing residents of Maltkiln and nearby communities to them. These destination points to provide an area of interest and accessible natural green space attractive to walkers including dog walkers as a suitable alternative natural green space to Aubert lngs SSSI. It is considered a minimum of two destination points are included to provide variety, providing, for example, views from the new settlement, or areas of natural interest such as existing woodland.
- 6.27** Destination points should be informed by existing/proposed landscape features and could include but are not limited to Doodle Hills and Cattal Belt both of which provide local interest.
- Doodle Hills to the north east of the settlement provides extended views over the new settlement and towards York Minster to the east.
 - Cattal Belt to the south west of the settlement is a mosaic of habitats comprising of woodland and ponds to the south west of the settlement boundary.
- 6.28** The success of destination points in achieving these aims will to a large part be based on where they are located, how well the spaces are designed and integrated into attractive long and short circular walking routes and their ability to provide a unique offer and functionality that draws people to them and comparatively makes use of the SSSI less attractive.

Heritage Assets 7

- 7.1** The Council's main objective is to protect and enhance the features of the historic environment that contribute to the character and quality of the district. It is recognised that the historic environment brings wide social, economic and environmental benefits to the district.
- 7.2** The historic environment is a finite and non-renewable resource requiring careful management. It is therefore essential that development is managed to maintain our heritage assets for future generations, and to ensure that development proposals are well designed and do not detract from existing local characteristics and built form that make a positive contribution to the area. Therefore, in bringing forward Maltkiln, the Council seeks to conserve the relevant heritage assets for their historic significance and their important contribution to local distinctiveness, character and sense of place.
- 7.3** The following section contains policies relating to key heritage assets which are likely to be impacted by development of Maltkiln.

NS16: Designated Heritage Assets - Kirk Hammerton Conservation Area, Old Thornville and Providence House

Policy NS16: Designated Heritage Assets - Kirk Hammerton Conservation Area, Old Thornville and Providence House

Development of Maltkiln shall be designed in a manner which avoids or minimises impact to the setting (and therefore significance) of the following designated heritage assets:

- Kirk Hammerton Conservation Area
- Old Thornville (grade II* listed)
- Providence House (grade II listed)

Factors to be taken into account include, but are not limited to:

- layout and building line
- building density
- position/alignment of buildings and spacing between
- building heights, scale and massing
- topography
- set back from roads and boundaries
- landscaping, including retention of existing trees and hedgerows
- highway proposals
- architectural style, detailing and materials

Specific considerations for each designated heritage asset are set out below; development proposals and the supporting documentation should respond accordingly:

Kirk Hammerton Conservation Area

- Impact of the introduction of development to the west of the Conservation Area, within its rural context
- Key views as identified in the Kirk Hammerton Conservation Area Character Appraisal

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- The way in which the conservation area is experienced on entrance and exit along Gilthswaite Lane
- Views of the conservation area and buildings within (including the Grade I Listed Church of St John the Baptist), available from such locations as public footpaths and the desirability of minimising impact to views/incorporating available views into the new development

Old Thornville

- Impact of the introduction of development to the north/north west/west of Old Thornville, within its rural context and adjacent to the access lane (Planetree Lane) from Cattal Road

Providence House

- Impact of the introduction of development to the south side of the A59, within its rural context
- Impact of potential highway improvement schemes

Justification

- 7.4** The National Planning Policy Framework (NPPF) identifies the conservation and enhancement of designated and non-designated heritage assets in a manner appropriate to their significance as a material consideration in the determination of planning applications. New development should sustain and enhance the significance of heritage assets and can support these aims by creating or supporting viable uses that are consistent with an asset's conservation. There is a presumption in favour of the conservation and enhancement of heritage assets, and any harm will need to be clearly justified. The more significant the asset, the greater the level of justification that will be required.
- 7.5** Listed buildings are those that have been designated because of their special architectural or historic interest. Conservation Areas are areas designated by local planning authorities for their special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. The setting of heritage assets can have a positive or negative influence on their overall significance. As such, when proposing development within the setting of a heritage asset, it is important to avoid or minimise harm to those elements which make a positive contribution to its setting, and where possible enhance them.
- 7.6** The designated heritage assets included in this policy have been identified for their historic significance and their important contribution to local distinctiveness, character and sense of place. The considerations outlined in Policy NS16 were informed by the Heritage Impact Assessment undertaken as part of the evidence base to the New Settlement DPD. Any planning application for this site affecting heritage assets or their setting must be supported by a proportionate and up-to-date heritage statement. Advice on understanding the significance of heritage assets and the design of development is given in the Harrogate District Heritage Management Guidance Supplementary Planning Document (SPD) (or any subsequent guidance).

NS17: Designated Heritage Asset - Cattal Bridge

Policy NS17: Cattal Bridge

Cattal Bridge is a Scheduled Monument, located to the south of Cattal, on Cattal Moor Lane. Consideration must be given to the potential impacts of possible increased traffic upon the structure and fabric of the bridge, and the potential need to take appropriate measures to manage its usage and secure the long-term future of the bridge. Should any such measures be identified as necessary, they must be agreed in full consultation with NYC Highways and Historic England and obtain the required consents.

An appropriate programme must be put in place to monitor and report on the condition of the bridge both during and post construction of Maltkiln.

Justification

- 7.7** The National Planning Policy Framework (NPPF) identifies the conservation and enhancement of designated and non-designated heritage assets in a manner appropriate to their significance as a material consideration in the determination of planning applications. New development should sustain and enhance the significance of heritage assets and can support these aims by creating or supporting viable uses that are consistent with an asset's conservation. There is a presumption in favour of the conservation and enhancement of heritage assets, and any harm will need to be clearly justified. The more significant the asset, the greater the level of justification that will be required.
- 7.8** Scheduled monuments are archaeological heritage assets that are considered to be of national importance. It is therefore important that any potential changes to the fabric or surroundings of the monuments are specified in such a way so as to conserve those elements which contribute to their archaeological interest and their setting.
- 7.9** It should also be noted that Cattal Bridge is also Grade II Listed. Listed Buildings and structures are those that have been identified as having special architectural and historic interest. Setting forms a part of overall significance and therefore where development is proposed within the setting of listed building, it is important that steps are taken to minimise harm to those elements that contribute positively to setting. Where, proposals directly affect a listed building, it is important that works are specified so that special interest of the asset is conserved.
- 7.10** A full assessment of the impact on Cattal Bridge and possible mitigation strategies will be required as part of the consideration of the highway impacts of the scheme, and this should be detailed in the travel assessments required under Policy NS36: Highway Mitigation and Improvements.

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NS18: Designated Heritage Asset - Church of St John the Baptist, Hunsingore

Policy NS18: Church of St John the Baptist, Hunsingore

The spire of the Church of St John the Baptist in Hunsingore (grade II listed) is a notable feature within the surrounding countryside. Development of Maltkiln should respect this by consideration of impact on the skyline and provision of views towards the church; and otherwise minimise impact on the setting of the heritage asset.

Justification

- 7.11** The National Planning Policy Framework (NPPF) identifies the conservation and enhancement of designated and non-designated heritage assets in a manner appropriate to their significance as a material consideration in the determination of planning applications. New development should sustain and enhance the significance of heritage assets and can support these aims by creating or supporting viable uses that are consistent with an asset's conservation. There is a presumption in favour of the conservation and enhancement of heritage assets, and any harm will need to be clearly justified. The more significant the asset, the greater the level of justification that will be required.
- 7.12** Listed Buildings are those that have been identified as having special architectural and historic interest. Setting forms a part of overall significance and therefore where development is proposed within the setting of listed building, it is important that steps are taken to minimise harm to those elements that contribute positively to setting. Where, proposals directly affect a listed building, it is important that works are specified so that special interest of the asset is conserved.

NS19: Designated Heritage Asset - Milestone near Providence House

Policy NS19: Milestone near Providence House

The grade II listed milestone is located approximately 30 metres west of Providence House to the south side of the A59. In the event that it is necessary to temporarily remove the milestone (for which appropriate consent should be obtained) during construction works for Maltkiln, the milestone must be returned to as near its original position (appropriate to the mileage marked on the stone) and erected in an appropriate manner. Appropriate cleaning and making good of the lettering should be carried out prior to reinstatement.

Justification

- 7.13** The National Planning Policy Framework (NPPF) identifies the conservation and enhancement of designated and non-designated heritage assets in a manner appropriate to their significance as a material consideration in the determination of planning applications. New development should sustain and enhance the significance of heritage assets and can support these aims by creating or supporting viable uses that are consistent with an asset's conservation. There is a presumption in favour of the conservation and enhancement of heritage assets, and any harm will need to be clearly justified. The more significant the asset, the greater the level of justification that will be required.
- 7.14** Listed Buildings are those that have been identified as having special architectural and historic interest. Setting forms a part of overall significance and therefore where development is proposed within the setting of listed building, it is important that steps are taken to minimise harm to those elements that contribute positively to setting. Where, proposals directly affect a listed building, it is important that works are specified so that special interest of the asset is conserved.

7 Heritage Assets

NS20: Archaeology

Policy NS20: Archaeology

Archaeological investigations should be undertaken at an early stage of the detailed master planning for each phase of Maltkiln's development.

Proposals affecting a scheduled monument or other archaeological site of national importance conserve those elements which contribute to their archaeological interest and their setting.

Development affecting archaeological sites of less than national importance should conserve those elements which contribute to their significance in line with the importance of the remains.

Justification

- 7.15** If development is proposed in an area believed to contain archaeological remains, an archaeological investigation will be required. As a minimum, the Historic Environment Record (HER) should be consulted prior to the submission of a planning application to determine whether there is known archaeological interest or whether the site has the potential for assets of archaeological interest. In those cases where development affecting such sites is acceptable in principle, mitigation of damage will be ensured through preservation of the remains in-situ as a preferred solution. When in-situ preservation is not justified, the developer will be required to make adequate provision for excavation and recording before or during development. Subsequent analysis, publication and dissemination of the findings will be required to be submitted to the local planning authority and deposited with the Historic Environment Record.
- 7.16** If in-situ preservation of archaeological remains is not possible or appropriate, the applicant will need to demonstrate that satisfactory provision has been made for a programme of archaeological investigation, excavation and recording before or during development, and for the subsequent publication of any findings, where appropriate.

NS21: Non-Designated Heritage Assets

Policy NS21: Non-Designated Heritage Assets

The following are identified as non-designated heritage assets within the boundary of Maltkiln. Detailed master planning must take into account the impact of development upon the significance of the heritage assets, in line with national and local policy. This includes both direct impact upon the fabric of the assets and impact on setting:

- a. Cattal Grange farmstead and cottages
- b. Cattal Station
- c. Gelsthorpe Farm
- d. Whixley Lodge
- e. Westfield
- f. Rudgate Roman Road

Justification

- 7.17** The National Planning Policy Framework (NPPF) identifies the conservation and enhancement of designated and non-designated heritage assets in a manner appropriate to their significance as a material consideration in the determination of planning applications. New development should sustain and enhance the significance of heritage assets and can support these aims by creating or supporting viable uses that are consistent with an asset's conservation. There is a presumption in favour of the conservation and enhancement of heritage assets, and any harm will need to be clearly justified. The more significant the asset, the greater the level of justification that will be required.
- 7.18** Non-designated heritage assets are buildings, monuments, sites, places, areas or landscapes identified as having a degree of heritage significance meriting consideration in planning decisions but which do not meet the criteria for designated heritage assets. Proposals that remove, harm or undermine the significance of such assets can lead to a deterioration of the quality of the historic environment.
- 7.19** The non-designated heritage assets included in this policy have been identified for their historic significance and their important contribution to local distinctiveness, character and sense of place.

8 Housing

- 8.1** The National Planning Policy Framework (NPPF) Chapter 5. 'Delivering a sufficient supply of homes', requires strategic policies to be informed by a local housing need assessment. Within this context, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including, but not limited to, those who require affordable housing, families with children, older people, students, people with disabilities, service families and travellers, people who rent their homes and people wishing to commission or build their own homes).
- 8.2** The housing policies within the Maltkiln DPD will set out the mix and density of all housing, the level of affordable housing and its tenure, along with specialist housing for older people and people with support needs. The DPD will also seek to deliver self and custom build houses to meet the demands of the district, as defined by the Council's Self and Custom Build Register. The need for Gypsies and Travellers sites was assessed district wide within the Local Plan. None of the sites allocated or broad locations identified fall within the boundary of the DPD ⁽⁵⁶⁾.
- 8.3** The Local Plan policies were formulated following assessment of the data within the 2018 Housing and Economic Development Needs Assessment (HEDNA). The HEDNA assessed the need for different sizes of market and affordable homes over the plan period taking into account the districts demographic and requirements.
- 8.4** The DPD policies will work alongside the existing Local Plan policies requiring proposals to be assessed against the most up-to-date assessments of local housing need to establish mix, size and tenure, across both market and affordable housing. They will also seek to deliver specialist housing for older people and/or people with support needs, as well as providing custom and self build plots.
- 8.5** As the development of Maltkiln will be undertaken in phases it is important to ensure each phase of development delivers housing in accordance with the most up-to-date housing need assessments to ensure it delivers mixed communities which enhance the character of the area.

NS22: Housing Mix and Density

Policy NS22: Housing Mix and Density

Each phase or housing development should seek to deliver a range of house types, tenure and sizes that reflect and respond to the identified local housing needs.

The mix should reflect the policies in the Local Plan and have reference to the latest evidence base and local assessments of housing need.

The final mix of dwelling types, tenures and sizes will be subject to negotiation with the applicants. Where this differs from the local authority's assessment of need, applicants will be required to provide sufficient evidence to support their proposals for each phase or development.

The final number of accessible and adaptable market dwellings delivered on site should reflect the policies in the Local Plan ⁽⁵⁷⁾.

56 Harrogate District Local Plan Policy HS10: Providing for the Needs of Gypsies and Travellers

57 Accessible and adaptable homes are those that meet the requirements of M4(2) Category 2: Accessible and adaptable buildings of The Building Regulations (2010), Approved Document M: access to and use of buildings (2015 edition incorporating 2016 amendments for use in England), or any subsequent comparable standard set nationally

Housing 8

The proposed residential neighbourhoods should be developed in line with the master-planning principles and include a range of densities, in line with policies in the local plan, in order to achieve a diverse mix of housing types and tenures.

Justification

- 8.6** The DPD seeks to deliver a garden settlement with a distinctive identity where people want to live, work and spend time, providing high quality housing for future residents. To ensure the new settlement delivers the housing required to meet the needs of the district and local area, providing a mix of house sizes and tenures to create mixed multi-generational communities, the DPD housing policies will be read in conjunction with the housing policies in the Local Plan.
- 8.7** The Housing and Economic Development Needs Assessment (HEDNA), which was undertaken as part of the Local Plan assessment of housing need for the district, is the starting point. The HEDNA estimated the need for different sizes of both market and affordable homes over the plan period and identifies that, for both market and affordable housing, there is a need for a mix of house sizes. The HEDNA identified five sub-areas of the district; the new settlement falls within the eastern rural sub-area. The HEDNA will be updated periodically over the lifetime of this DPD and development must be considered against the most up to date HEDNA, latest evidence base and local assessments of housing need.
- 8.8** The District's overall housing mix is dominated by detached and semi-detached homes, with 3-bedroom properties being the most common size of property across the district. The HEDNA concludes that based on economic led forecasts there is a clear need across the district for market delivery to be focussed on 2 and 3 bedroom dwellings. This reflects the aging population, existing stock and the need to support people seeking to downsize.
- 8.9** A significant and increasing proportion of older people are owner-occupiers living in mainstream housing. Most people will, if they are able to do so, remain in their own homes, possibly adapting them for their changing needs. Providing homes designed and constructed so they can be adapted in the long term will help meet this need.
- 8.10** The Council will support proposals for homes which are wheelchair accessible or wheelchair adaptable that meet requirement M4(3) of the Building Regulations. ⁽⁵⁸⁾

58 Wheelchair accessible homes are those that meet the requirements of M4(3) 2 (b) and wheelchair adaptable homes are those that meet the requirements of M4(3)2(a) of The Building Regulations (2010), Approved Document M: access to and use of buildings (2015 edition incorporating 2016 amendments for use in England), or any subsequent comparable standard set nationally.

8 Housing

NS23: Affordable Housing

Policy NS23: Affordable Housing

The Council will require a percentage of affordable housing, in line with the policies in the Local Plan, to be provided on each phase of development or each housing development, including mixed use schemes, subject to viability and the demonstration of need for affordable housing.

The final tenure mix, size, type of affordable housing will be determined through negotiation taking account of up-to-date needs assessments and characteristics of the area.

Affordable dwellings should be built to be accessible and adaptable homes. In line with the policies in the Local Plan a percentage should be built as wheelchair accessible homes or bungalows. Where there is little or no identified demand for wheelchair accessible homes, the remainder of this percentage should be built as wheelchair adaptable homes or bungalows⁽⁵⁹⁾.

Justification

- 8.11** Average house prices within the Harrogate district are significantly higher than national and regional averages. The availability of affordable housing is, therefore, a key issue to be addressed as it impacts upon the retention of skills and talent in the district and has a major influence upon the local economy and quality of life.
- 8.12** Affordable housing is provided for rent or purchase on a subsidised basis to eligible households who cannot meet their housing needs on the open market because of the relationship between housing costs and income. Affordable housing encompasses a range of tenures including affordable/social rent and affordable homes ownership products (including first homes and shared ownership products) as set out and defined in the NPPF and NPPG.
- 8.13** The Housing and Economic Development Needs Assessment (HEDNA), which was undertaken as part of the Local Plan included an assessment of affordable housing need for the district. This considered the current unmet affordable housing need and the projected future affordable housing need in the context of the existing affordable housing stock having regard to a range of factors including the number of emerging households, housing waiting list demand, house prices and income levels.
- 8.14** The HEDNA analysis identified a need of just under 4,400 affordable homes in the period 2014-2035, equating to a requirement of 208 additional affordable homes per annum, or around 30% of the 669 dwellings per annum (the annual supply figure to be updated in line with annual monitoring). The impact of affordable housing provision was assessed under the Whole Plan Viability Study September 2016 and updated under the Local Plan Viability Update and CIL Viability Assessment May 2018.
- 8.15** Maltkiln plays an important role in the delivery of affordable housing.

Target

59 Accessible and adaptable homes are those that meet requirements of M4(2) Category 2: Accessible and adaptable buildings, wheelchair accessible homes are those that meet the requirements of M4(3) 2 (b) and wheelchair adaptable homes are those that meet the requirements of M4(3)2(a) of The Building Regulations (2010), Approved Document M: access to and use of buildings (2015 edition incorporating 2016 amendments for use in England), or any subsequent comparable standard set nationally

Housing 8

- 8.16** The Local Plan policies set the targets to address affordable housing need across the district. Currently this is set at 40% subject to viability. Reflecting the significant viability challenges associated with bringing forward new settlement proposals, flexibility of provision will be necessary and it is anticipated that delivery of affordable housing could be lower depending on final infrastructure requirements and phasing proposals. This is not unique to Maltkiln but is reflective of the challenges around delivery of any large strategic sites in any part of England, particularly new communities. It is acknowledged that future phases may deliver differing levels of affordable housing, with the Infrastructure Delivery Policy NS38 which sets out the information required.
- 8.17** The earlier phases have significant infrastructure requirements, as set out in Policy NS1: Maltkiln New Settlement Allocation, therefore early dialogue and up to date viability evidence and costing will be needed for each phase. Infrastructure Delivery Policy NS38 sets out the information required.

Tenure

- 8.18** The Council will seek to agree the tenure mix with the applicant/developer based on evidence of local need and the characteristics of the local area. The role and ability of Registered Providers, and other providers, to participate in delivering a mix of tenures will be considered in determining the tenure split with the landowner and/or developers.

Mixed communities

- 8.19** To promote mixed communities and minimise social exclusion, all new residential developments will be required to be designed so that the affordable housing is well integrated within the open market housing, both in terms of design and location within the development. The affordable housing should be integrated into the layout of the development through 'pepper potting' in small groups and not disproportionately allocated to the site periphery or in one particular area. Developers are required to discuss at an early stage appropriate layout and phasing of the development with the Council.

Accessible and Adaptable Dwellings and Wheelchair User Dwellings

- 8.20** To support the ageing population and the specific needs of people with mobility problems, the Council expects affordable homes to be built to be accessible and adaptable by meeting requirement M4(2) of the Building Regulations.
- 8.21** The evidence from the HEDNA also indicates that over the plan period there will be an increasing need for housing to be wheelchair accessible, or adaptable, as the number of people with disabilities is expected to increase substantially.
- 8.22** The policies support the delivery of affordable homes built to be wheelchair accessible homes or bungalows under M4(3) of the Building Regulations, however where the local authority has no identified need, or occupier, for a wheelchair accessible home, these dwellings should be built out as wheelchair adaptable dwellings or bungalows. Building to M4(3)2(a) wheelchair adaptable homes or bungalows will allow them to be adapted and occupied by a wheelchair user in the future as required.
- 8.23** Where affordable housing is built to meet requirement M4(3), there is no requirement to also meet requirement M4(2).

8 Housing

NS24: Specialist Housing

Policy NS24: Specialist Housing

Specialist housing (for older people and/or people with support needs) shall be delivered adjacent to the local centre. The amount and type of which should be agreed with the local authority to help address the evidenced need of the client group.

The siting and design of the accommodation shall be provided in line with Local Plan policies.

Where developments fall within Use Class C3, affordable housing will be required in accordance with Policy NS23 Affordable Housing.

Justification

- 8.24** Harrogate District has a population that is older than the national average with a high proportion of people aged 85 or over. As people live longer, this trend is predicted to continue with significant growth in the district's population aged over 65, higher than that predicted both regionally and nationally. The health of this section of the population is also expected to decline with a significant increase in the number of people with dementia or mobility problems. This is likely to present some challenges. Ensuring appropriate accommodation in suitable locations is available to meet everyone's needs, including enabling older people to remain in their homes longer, was identified by the Council's Housing Strategy 2015-20 as a key issue to be addressed. However it is recognised that there is also a need for housing for people with support needs whatever their age. In order to promote mixed and multi-generational communities it is important to ensure specialist housing, where there is an identified need, is provided within Maltkiln. Policy NS3 sets out the master-planning principles.
- 8.25** The specific housing needs and aspirations of older people and/or people with support needs, and the ability for them to exercise choice and control over meeting these needs will vary. In order to ensure provision for such needs, a wide range of housing types and tenures will be required (through Policy NS22: Housing Mix and Density). Whilst the majority will live in mainstream housing, there will be a need for new specialist accommodation provision, such as sheltered housing and extra care provision for those with an identified support need.
- 8.26** The Housing and Economic Development Needs Assessment (HEDNA) identifies that, in the longer-term, there may also be a requirement for specialist and residential care housing, especially for older people. The amount and type of accommodation required will depend on a range of factors, including individual choice. Where the proposals include specialist housing, consultation will be required with North Yorkshire Council's Health and Adult Services, to ensure that the identified need for specialist accommodation is fully considered and addressed within the development proposals. The Health and Adult Services regularly carry out an independent Housing Needs Assessment and the findings from the assessment should be considered in full.
- 8.27** Where specialist accommodation is provided it will be important to ensure that it enables residents to live independently as far as possible by ensuring it is located close to facilities and services, or that they are accessible by public transport. The siting and design to be considered in consultation with the Council's specialist housing team.

NS25: Self and Custom Build Housing

Policy NS25: Self and Custom Build Housing

Maltkiln will be required to deliver at least 5% of dwelling plots for sale to self-builders, subject to demand identified by the Council, by reference to the Council's Self and Custom Build Register.

Self or Custom Build Plots will be delivered in groups or clusters, their delivery phased to meet the demand on the register over the life of the development of the settlement.

The plots will be required to be made available and marketed appropriately for at least 12 months. Where plots that have been appropriately marketed have not sold within this time period, these plots may be built out as conventional market housing by the developer.

Justification

- 8.28** The National Planning Policy Framework (NPPF) requires local planning authorities to widen opportunities for home ownership by identifying the size, type, tenure and range of housing that is required in particular locations, reflecting local demand. The Government is committed to increasing the supply of housing and enable more people to build or commission their own home and make this form of housing a mainstream housing option. Self-build or custom build helps to diversify the housing market and increase customer choice. Self-build and custom housebuilders choose the design and layout of their home which can be innovative in both its design and construction ⁽⁶⁰⁾.
- 8.29** Self-build and custom housebuilding covers a wide spectrum, from projects where individuals are involved in building or managing the construction of their home from beginning to end, to projects where individuals commission their home, making key design and layout decisions, but the home is built ready for occupation ('turnkey') ⁽⁶¹⁾.
- 8.30** The Self and Custom Housebuilding Act 2015 requires local authorities to keep a register of individuals and associations of individuals who are seeking to acquire serviced plots of land in order to build homes for those individuals to occupy. The number of entrants eligible for entry onto the Council's Self and Custom Build Register has grown in recent years with analysis of the register showing there is a demand for plots within the Green Hammerton, Kirk Hammerton, Cattal and Whixley area. Many entrants specify a district wide interest in a plot of land for a self or custom build property, rather than a preferred location.
- 8.31** This policy makes a specific requirement for 5% of all dwelling plots to be made available for sale to self-builders. The delivery to be phased across the life time of the development.
- 8.32** In line with the Regulations self or custom plots shall be delivered as a "serviced plot of land" which means a plot of land that—

60 NPPG Paragraph: 16a Reference ID: 57-016a-20210208 Revision Date: 08 02 2021

61 NPPG Paragraph: 016 Reference ID: 57-016-20210208 Revision date: 08 02 2021

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- a. has access to a public highway and has connections for electricity, water and waste water, or
- b. can be provided with those things in specified circumstances or within a specified period ⁽⁶²⁾.

8.33 It is expected that plots will be delivered in small groups or clusters of dwellings phased to meet the demand on the register over the life of the development of Maltkiln. Plots will be secured through a legal agreement. It is expected that plots will be made available and marketed as self build plots appropriately for at least 12 months. For each phase a delivery and marketing statement will be required which will set out how the plots will be distributed, phased, delivered and marketed.

8.34 If after this time, plots have not sold, they may be built out by the developer who will first be required to demonstrate to the local planning authority that appropriate marketing has taken place before self-build plots can be released for development with conventional market housing. In demonstrating that plots have been appropriately marketed developers will be required to provide copies of sales particulars, including the guide price, a schedule of the advertising that has been carried out including dates, the number of sales particulars distributed, along with a breakdown of where the enquiries resulted from, details of interest, viewings, resulting offers and why they were dismissed, and details of the periods when a 'for sale' board was displayed.

8.35 For the purpose of this policy, the terms custom and self build relate to a range of dwellings which may be based on:

- Self build homes: where a person manages the design and construction and may undertake some of the building work or contract it to others.
- Contractor built homes: after deciding on a design, a contractor is employed to do all of the building work.
- Independent community collaboration: where a group of people acquire a site and split it into plots for self build homes, which may include sharing labour and expertise.
- Supported community self build: where a social landlord or a similar supportive body helps people build a group of homes together.

8.36 In considering whether a home is a self-build or custom build home, relevant authorities must be satisfied that the initial owner of the home will have primary input into its final design and layout.

8.37 Off-plan housing, homes purchased at the plan stage prior to construction and without input into the design and layout from the buyer, are not considered to meet the definition of self-build and custom housing ⁽⁶³⁾.

62 Self-build and Custom Housebuilding Act 2015 (as amended by the Housing Act 2016)

63 NPPG Self-build and custom housebuilding Paragraph: 016 Reference ID: 57-016-20210208 Revision date: 08 02 2021

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- 9.1** The NPPF (July 2021) seeks to promote communities which achieve healthy, inclusive and safe places which promote social interaction, are safe and accessible and enable and support healthy lifestyles. It states that social, recreational and cultural facilities that a community needs should be provided, a sufficient choice of school places should be available, and economic growth should be encouraged by supporting local business needs and wider opportunities for development. It also acknowledges the role that town centres play at the heart of local communities and states that planning policies should define a network of town centres and promote their long-term vitality and viability by allowing them to grow and diversify and allows a suitable mix of uses which reflects its distinctive character.
- 9.2** Harrogate District Local Plan Policy EC5 supports the development of new local centres which are necessary to meet the needs of planned or approved new residential and employment development. Policy DM4 of the Local Plan provides the strategic context for the preparation of this DPD. Specifically in relation to the local centre, it requires 'The provision of on site education, health, retail, community and other services and facilities and a local centre(s) of a suitable scale to meet residents day to day needs.
- 9.3** The local centre policies within this section look to deliver the requirements set out in DM4.

NS26: Local Centre**Policy NS26: Local Centre**

Services and facilities should be provided in a single centre accessible to all, including users of wheelchairs and mobility scooters, at the heart of the development as indicated on the Indicative Development Framework (Map 2) and adjacent to Cattal railway station, well served by public transport and a cycle path network, and within reasonable walking distance of all parts of the development.

The Local Centre will be 3ha in size and will provide a broad range of uses, facilities and services. These should include:

- mixed retail, including a large range of unit size and spaces which support independent retail and entrepreneurship;
- business and commercial uses;
- leisure and entertainment facilities;
- health and community facilities;
- civic spaces;
- residential units above retail and commercial premises;
- uses that support the creation of a night-time economy.

Key buildings and uses should be clustered around areas of public open space and should include landmark buildings which aid legibility and the creation of local identity.

A Design Code should be prepared for the Local Centre and the planning and design of community facilities should be undertaken in partnership with the Council, local community and other key stakeholders. Consideration should be given to the future management of local facilities, including the potential for community asset management.

9 Local Centre

Justification

- 9.4** At the scale of at least 3000 homes, the provision of facilities is an important place-making consideration and the NPPF promotes larger scale development provided they are supported by the necessary infrastructure and facilities. Local Plan Policy DM4 requires the provision of on-site education, health, retails, community and other services and facilities and a local centre of a suitable scale to meet residents' day to day needs.
- 9.5** In line with Policy NS5, reasonable walking distance is classed as 15 minutes as this is classed as the appropriate distance where most daily trips can be made on foot from residents' homes.
- 9.6** Local centres act as a focus for local life and successful communities and are important as they provide shops, services and facilities to meet local needs as well as providing opportunities for growth, investment and local employment close to where people live. A new community of over 8,000 residents will generate a need for significant new local facilities and these should be located at the heart of the settlement directly adjacent to Cattal railway station, forming a 'community heart'. Further bordering the A59 to the north and a proposed arterial street to the west determines this location as the most central and passed through space within the development. This makes the area most appropriate for facilities and services to be located to heighten accessibility for locals and take advantage of passing trade.
- 9.7** The local centre should be large enough and provide a wide range of activities to create a strong identity for the new settlement which will anchor and provide a focus for new and existing communities. The mixed-use local centre will provide a diverse and vibrant space at the heart of Maltkiln next to Cattal Station. It will accommodate a hub for the local community and facilitate a mixture of employment uses (including office space, banks, post office), education, shops and community and health services (including provision for GPs, community health, dentists and pharmacy) as appropriate.
- 9.8** The local centre will include small format convenience retail, commercial, leisure and community development and a variety in the size and type of retail spaces will be provided to facilitate a diverse range of businesses. The local centre will be organised around a high quality mix of uses together with high quality public space. It should be exemplar in design and also provide civic public space to host outdoor events and activities, community facilities and high quality public realm, innovative and contemporary buildings to signal its role at the heart of the new settlement. The local centre should provide a public realm feature such as a small square, widened street or managed green space to help create community identity, a sense of place and to signal its location as a community focal point. Buildings will be mixed vertically with the opportunity for residential uses on the upper floors.
- 9.9** As shown on the Development Framework, its location will be close to the geographical centre of Maltkiln and be easily accessible to all residents of the new settlement and existing villages. It will be secured as part of an outline planning approval and related S106 agreement.
- 9.10** It is important that the services and facilities are provided at an early stage in the development to ensure that the new community has the opportunity to be sustainable by using local services rather than travelling to use those provided outside the area.
- 9.11** The appropriate type and level of services and facilities will need to be determined in advance of the granting of any planning permission through detailed assessments prepared in collaboration with key stakeholders, which will include an assessment of needs, leading to

Local Centre 9

strategies identifying the requirements and the phasing of their delivery which will be incorporated into planning obligations. As the development will take place over a long period of time, it is important that adequate provision is made at all stages.

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9 Local Centre

NS27: Employment

Policy NS27: Employment

Maltkiln should provide for 5ha of employment land, appropriately located within the settlement. This land should:

- provide a balanced range of employment opportunities
- provide a range of training opportunities for local people to improve skills and 'work-readiness'
- provision of small-scale commercial opportunities and flexible business space
- provide a range of Class E and B employment space
- provide for non-office employment space as small-medium workshop units clustered together

Home working and flexible working will be supported and enabled through:

- a. compliance with the telecommunication requirements of Policy NS6 : Smart Settlement
- b. support for the flexible use of rooms and garages within dwellings to recognise the increased use of rooms as home offices, as long as there is no adverse impact on neighbouring residential amenity or the operation of the highway network;
- c. provision of flexible co-working space within the local centre

Justification

- 9.12** The community will benefit from accessibility to a range of employment opportunities which will be well-related to Cattal station.
- 9.13** Small-scale commercial opportunities and flexible business space including start-up units such as office, workshop or studio; suitable for small local businesses such as art studios, light engineering and fabrication and producers of small scale foods, goods and services should be included.
- 9.14** Access to broadband is vital for growing a sustainable local economy for education and home-working and is now widely accepted as an essential utility, important to homes and businesses alike. The NPPF states that advanced, high quality and reliable communications infrastructure is essential for economic growth and well-being and therefore it is important that all new residential, employment and commercial development to provide the means to enable connection.

NS28: Education

Policy NS28: Education Provision

To meet the educational needs of the population of Maltkiln, the following will be required:

- appropriate on-site early years provision;
- one on-site 420 space primary school (2.40ha) including appropriate nursery provision;
- one on-site 420 space primary school including appropriate nursery provision which includes site for future expansion to 630 places including appropriate nursery provision (3.50ha);
- financial contributions towards secondary school provision at Boroughbridge High School or provision of secondary provision on-site, whichever is necessary. A parcel of land is required to be safeguarded for this provision on the masterplan in line with the Indicative Development Framework (Map 2).

The following criteria will be used to evaluate the future location and design of schools:

- a. level of integration into residential neighbourhoods;
- b. suitability of adjacent uses, buildings and character of the area;
- c. proximity to nearby community facilities e.g. parks and sports pitches;
- d. connectivity to a network of foot and cycle paths;
- e. public transport connectivity;
- f. proximity to primary and secondary road network;
- g. health, environmental and safety risks;
- h. inclusive accessibility and the siting of building entrances, frontage;
- i. safe arrangements of drop-off and pick-up areas;
- j. public realm treatment;
- k. future proofing;
- l. efficient use of land;
- m. proximity to the local centre to establish co-location with other facilities, including car parks;
- n. any site specific issues e.g. flood risk, protection/enhancement of biodiversity or heritage, air quality;
- o. local plan policy constraints;
- p. access and parking arrangements;
- q. landscaping and boundary treatment.

All proposals for the provision of new schools should ensure that they conform with and fulfil the requirements of the most recent Department for Education Output Specification, Generic Design Brief⁽⁶⁴⁾ and be informed by the recommended minimum external area requirements for primary and Secondary Schools BB103⁽⁶⁵⁾. The Council's Education Site Suitability Checklist as part of any planning application should also be completed.

The use of school facilities for other community uses such as sport, meeting spaces, learning, outdoor, arts and business should be encouraged through the use of a Community Use Policy and formalised with the future operators of the school(s).

64 Further information can be found at [School and Further Education College Design and Construction - GOV.UK](https://www.gov.uk/government/publications/school-and-further-education-college-design-and-construction)

65 Further information can be found at <https://www.gov.uk/government/publications/area-guidelines-and-net-capacity>

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Appropriate trigger points for delivery of the different educational phases and any financial contributions need to be established as part of the Infrastructure Delivery Plan and provided for in a Section 106 agreement including the provision of serviced land.

Justification

- 9.15** It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. National planning policy, as set out in the National Planning Policy Framework (NPPF), requires great weight to be given to the need to create, expand or alter schools to meet the needs of existing and proposed communities as well as stating that local authorities should take a proactive, positive and collaborative approach to meeting this requirement.
- 9.16** The Council has been working with the education authority, North Yorkshire County Council (NYCC) in order to identify the educational infrastructure required to support the level of growth proposed in Maltkiln. NYCC have stated that the development would generate the need for two primary schools. The provision should be located within Maltkiln to ensure good accessibility to the new residents and minimise the need to travel, particularly by private vehicle. Their exact size, format, design and location will need to ensure they consider the criteria listed in the policy.
- 9.17** NYCC have indicated that the development is not projected to generate sufficient number of pupils to warrant the need for a secondary school on-site. Nevertheless, for the proper and long term planning of the area, the Council consider a cautious approach should be taken and have safeguarded land for a secondary school if it is needed. The parcel of safeguarded land should be shown on the site wide masterplan with its exact location being established through masterplanning work, informed by the Development Framework. Local secondary school provision will be kept under review through the Plan period to determine whether a secondary school at Maltkiln is required and when it will need to be delivered. Based on the housing trajectory for the New Settlement DPD, it is anticipated that if it is required then it is likely to be delivered towards the end of the Plan period. Regular monitoring will be undertaken to establish the need and appropriateness and if necessary the delivery timescales and triggers for the on-site secondary school. The actual indicators and frequency of monitoring will be established by NYCC Education in liaison with HBC. This information will be provided in an Infrastructure Delivery Schedule.
- 9.18** Consideration will be given to existing secondary schools. If it is considered that the safeguarded secondary provision site is not required to serve the specific needs of Maltkiln, then off-site financial contributions will be required towards extra provision at Boroughbridge High School and the safeguarded site will be released for additional open space.
- 9.19** The location of schools plays an integral role in creating sustainable, healthy and safe communities. The general location of each school is shown on the Indicative Development Framework (Map 2), all being accessible to each other.
- 9.20** The community use of the school facilities will be encouraged and should be formalised through the use of a Community Use Policy (CUP). The use of CUPs will help to secure well-managed and safe community use by detailing how the arrangements are intended to operate including hours of availability, management and booking arrangements, pricing policy, duration and monitoring and review.

NS29: Social and Community Facilities

Policy NS29: Social and Community Facilities

Within Maltkiln, provision should be made for high-quality, multi-functional spaces that cater for the needs of different ages and abilities. These should provide maximum flexibility and be readily accessible in terms of both physical location but also in terms of availability. Uses should be located to complement rather than conflict with neighbouring uses and any new proposals should be subject to the following considerations:

- health and quality of life;
- amenity issues;
- long term sustainability of multi-use facilities

The following social and community infrastructure provision has been identified as being required within Maltkiln:

- GP facility which could also incorporate dentist, pharmacy;
- flexible community centre/room.

The Council will continue to engage with the relevant stakeholders to establish the need, exact requirements, timing and mechanisms for the delivery of social and community infrastructure provision.

Opportunities to co-locate complementary social facilities such as health centres, libraries, day care and nurseries which provide flexible floorspaces should be maximised. These should ensure all buildings make the best use of land and reduce the need for people to have to travel to access a variety of different but related services.

Justification

- 9.21** Social and community facilities perform an important role in stimulating and supporting social cohesion and interaction. Community provision can be multi-functional indoor and outdoor space supporting a range of activities for different users and groups.
- 9.22** Facilities that are located in close proximity to the communities they serve and have good accessibility achieve a number of benefits. They reduce the need to travel longer distances, encourage more sustainable modes of transport, and help to engender a sense of ownership of the facilities by the community, which in turn contributes to climate change mitigation, public health and well-being and community cohesion.
- 9.23** The aim of Maltkiln is to embrace healthy lifestyles and the Council have been working with stakeholders such as the North Yorkshire Integrated Care Providers (ICP) to make them aware of the proposals and understand how they might wish to see Primary Care and additional health services delivered from the site. With the proposed numbers of new residents, clearly this will have a significant impact on all aspects of the health economy in the area. Working with the ICP, the aim to ensure that the correct health provision is made at the correct time and in correct places. Flexibility will be built into the approach and the

9 Local Centre

Council will continue with all arms of the health economy to deliver facilities which complement the existing provision and are flexible and sustainable to provide healthcare services fit for the 21st century.

- 9.24** The scale of development of Maltkiln is expected to generate the need for a new health care facility. Whilst the exact size and level of provision has yet to be established, it should be located within the local centre. To support health and social care objectives, the GP surgery should be co-located with a dentist and pharmacy (if required) and also be fit for integrated public sector use.

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- 10.1** The NPPF (July 2021) seeks to encourage development of transport solutions that support reductions in congestion and greenhouse gas emissions. It also outlines that new developments should promote sustainable transport, taking opportunities to promote walking, cycling and public transport. A hierarchy of users is also set out that states developments should “give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use”.
- 10.2** Harrogate District Local Plan Policy TI1 also looks to promote a sustainable transport system across the District; the key strategic elements of which are:
- Improving road and rail connections both within the district and to the wider area, in particular the improvement of the Leeds-Harrogate-York railway
 - Ensuring development proposals seek to minimise the need to travel and achieve more sustainable travel behaviour
 - Promoting improvements to public transport, including the provision of better parking at rail stations and park and ride facilities, the creation of walking and cycling routes, provision of electric vehicle charging points for both cars and bikes, the Harrogate car-share scheme
- 10.3** Policy DM4 of the Local Plan provides the strategic context for the preparation of this DPD. Specifically in relation to transport it requires ‘The provision of supporting transport infrastructure including managing the impact of traffic on the strategic and local road network, provision of appropriate public transport (services and infrastructure) serving the new settlement including the enhancement and improvement of Cattal and Hammerton rail stations and a comprehensive network of walking and cycling routes linking residential areas to public transport and local centres, schools and employment areas and providing good connectivity with adjoining areas.
- 10.4** The New Settlement Climate Change Strategy also provides important context. The strategy identifies net zero carbon movement and active travel as one of four priority areas for action, and this is reflected in DPD Policy NS5. The transport policies within this section reflect the key strategic elements of TI1 and look to deliver the requirements of DM4 and NS5.

NS30: Sustainable Travel and Connectivity

Policy NS30: Sustainable Travel and Connectivity

Maltkiln should be designed and developed in a way that reduces the need to travel and encourages sustainable travel both within the settlement and in connections to neighbouring communities.

This will be achieved by:

- Providing key services, leisure, retail, education and employment opportunities within Maltkiln to reduce the need to travel to other places to access these services and facilities;
- Prioritising sustainable modes of travel; Maltkiln will be based on a modal hierarchy of provision as set out in policy NS5;
- Providing a safe, attractive, integrated and direct network of footpaths and cycleways to encourage active travel and reduce reliance on cars;

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- Focusing development around Cattal Station to provide an excellent rail hub that serves the community with a regular rail connection to Harrogate, York and Leeds;
- Providing a high quality bus service , to serve Maltkiln and surrounding communities, that can adapt to take into account emerging forms of public transport provision;
- Providing improvements to the wider highway network;
- The preparation of a settlement wide Framework Travel Plan and subsidiary travel plans, as required by policy NS5. Travel plans will respond to the needs of different demographic groups, include relevant elements of the net zero carbon movement strategy and be reviewed and updated at least every five years in perpetuity. Character areas for subsidiary travel plans will be agreed with the LPA and should include each residential area, employment areas, schools, the local centre and the rail station.

Justification

- 10.5** Key priorities are to reduce the need to travel, promote active and sustainable travel and, as required by Policy NS5, deliver a 20-minute neighbourhood. Layout and service provision should reduce the need to travel and facilitate short, local trips by non-car modes. With 15%⁽⁶⁶⁾ of people in the local area already working from home, there is an opportunity for the development at Maltkiln to build on this through the use of technology and on-site facilities to create an environment where this can be encouraged. Containing trips in this way will minimise the amount of vehicles using the wider highway network, in particular the A59.
- 10.6** Maltkiln will be based on the modal hierarchy set out in Policy NS5 which highlights the priority given to different modes of travel and ensures suitable and appropriate infrastructure is provided to cater for safe and sustainable travel within the new settlement, and connecting to neighbouring settlements. Integration of sustainable transport modes is essential to ensure their use is considered preferable, to the private car, to those within the new settlement. Provision of sustainable travel infrastructure in the earliest phases of development will help entrench sustainable travel behaviour in the occupants of Maltkiln.
- 10.7** Maltkiln will be a community where active travel (walking and cycling/micro-mobility) will be the mode of choice for internal trips. This will be facilitated through the provision of high quality, safe, direct walking and cycling infrastructure to link the settlement together. Good walking and cycling connections to the nearby communities of Cattal, Green Hammerton and Kirk Hammerton will also facilitate the use of active modes of transport to, from and within the new settlement.
- 10.8** Focusing development around Cattal Station, alongside enhancements to station facilities, including improved car and cycle parking and effective bus connections will ensure convenient access to rail services to Harrogate, York and Leeds. Enhanced service frequency to two trains per hour make this mode of transport an attractive alternative to the private car.
- 10.9** The new settlement will also need to cater for bus travel to further enhance connectivity by public transport, particularly for areas not served by the rail services. Bus provision including, conveniently located bus stops will be required to support trips within the new settlement and trips to areas outside the settlement.

66 Taken from Transport and Movement Review (Vectos 2018) Pre-covid levels. Whilst the longer term changes to working patterns are uncertain, it is likely that more of the workforce will continue to work from home on a more frequent basis.

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- 10.10** Reducing reliance on the private car will be important in order to reduce the impact of development on the surrounding highway network, and in particular the A59. This will be achieved in part via a trip budget approach to managing vehicles as set out under policy NS37 to be based on a 'decide and provide' approach. Given the scale of development at Maltkiln there is a real opportunity to deliver ambitious reductions in car reliance. Wider highway improvements and mitigation measures are required to support the development of Maltkiln and these are set out in policy NS36. A Transport Assessment will be required for each phase of development and additional measures may be required as a result. All measures will be secured by legal agreement.
- 10.11** A settlement-wide Framework Travel Plan and subsidiary travel plans tailored to different character areas, demonstrating how use of non-car infrastructure will be supported and encouraged in order to meet sustainable travel targets, are required by Policy NS5. Travel plans will respond to the needs of different demographic groups, such as those with reduced mobility, demonstrating measures to support their adoption of more sustainable travel behaviour.
- 10.12** The settlement-wide plan will identify settlement-wide sustainable travel targets, to be agreed by the planning authority in discussion with the highway authority, such as for trip generation, modal split, reduced single-occupancy private car trips etc., alongside measures demonstrating how these targets and the overall trip budget, as required by Policy NS37, will be met. Travel plans will include all relevant elements of the net zero carbon movement strategy and all component strategies, such as the 'last-mile' strategy and residential parking strategies, and demonstrate how each phase of development will contribute to meeting the targets. Travel plans will also demonstrate effective approaches to monitoring progress in meeting targets that will inform reviews and regular updates. Where monitoring identifies targets are not being met adequate mitigation would need to be agreed. Further information on monitoring elements of the net zero carbon movement strategy is set alongside Policies NS5 and NS6.

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NS31: Walking and Cycling

Policy NS31: Walking and Cycling

Development will be required to provide a safe, integrated and direct network of footpaths and cycleways, constructed in accordance with LTN 1/20 guidance (or subsequent prevailing guidance), in the earliest phases of development including:

- Giving priority to walking and cycling/micro-mobility routes within the new settlement connecting to key destinations, including the local centre, Cattal Station, bus stops, schools and employment;
- A series of direct, segregated cycle routes connecting key origins and destinations;
- Permeable street networks that provide attractive, safe and direct pedestrian links;
- A circular multi-user green loop to provide a route around the community, linking with Cattal, Kirk Hammerton and Green Hammerton as indicated on the indicative Development Framework;
- A new pedestrian and cycling bridge across the rail line at Cattal Rail Station alongside additional cycling and pedestrian crossing point at the vehicular bridge as indicated on the Development Framework;
- Improved pedestrian and cycle access across the rail line at Gilsthwaite Lane and where other level crossings are closed;
- Creation of safe pedestrian and cycling crossing points over the A59;
- Linking the new settlement to the wider Public Rights of Way network;
- Ensuring future strategic connections are not compromised.

Justification

- 10.13** Policy NS5: Net Zero Carbon Movement and Active Travel requires delivery of a 20-minute neighbourhood where walking cycling and micro-mobility are the preferred choice for accessing local services, facilities and public transport. This will be achieved by providing a network of coherent, direct, safe, comfortable and attractive walking and cycling routes throughout the new settlement and to nearby communities. These routes should be designed to ensure they are easily accessible for all, including for users of wheelchairs, mobility scooters and those with pushchairs.
- 10.14** A cycle route plan should be prepared alongside more detailed masterplanning work that is designed to serve the whole of the new settlement and focused on key destinations. Cycle routes should be designed in accordance with the Department for Transport's Local Transport Note LTN 1/20: Cycle Infrastructure Design (or subsequent prevailing guidance).
- 10.15** A permeable street network which provides a choice of routes should be developed as part of detailed masterplanning. This should provide direct pedestrian routes to key destinations, with safe crossing points. It should provide an attractive public realm with opportunities for seating.
- 10.16** Intrinsic to encouraging walking and cycling is to address severance issues caused by the rail line and the A59. A grade separated crossing (a bridge) should be provided alongside additional walking and cycling crossing point at the vehicular bridge as indicated on the Development Framework. The bridge should provide for step free access to Cattal rail

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station. Improved walking and cycling access across the rail line should be facilitated at Gilsthwaite Lane underpass. Safe pedestrian and cycling crossing points over the A59 for non-motorised users should be agreed as part of the masterplanning process.

- 10.17** A Green Loop will be established offering a circular traffic free route around Maltkiln and linking it to Cattal, Kirk Hammerton and Green Hammerton. This greened route will provide opportunities for walking, cycling and horse riding. This will provide for both recreational and utility trips.
- 10.18** New cycling and walking provision within Maltkiln should also be linked into the wider public rights of way network in the area. There is a longer term aspiration for improved cycle connections along the A59 corridor, with feasibility work underway to look at a fully segregated foot/cycleway alongside the rail line. Provision should be made to ensure the opportunity to connect to this in the future is not compromised.
- 10.19** Walking and cycling provision should be provided from the earliest phases of development in order that early occupiers of the new settlement get into the habit of choosing these modes of transport ahead of the private car.

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NS32: Cycle Parking and Storage

Policy NS32: Cycle Parking and Storage

Safe, secure cycle parking, including provision for non-standard and electric bikes, should be sited in convenient and accessible locations, integral to the wider public realm.

Cycle parking should be provided at the expected standards set out in table 10.1

Consideration should be given to an increased level of cycle parking above the minimum standards at key locations, for example within the local centre. A significant number of secure and covered cycle parking spaces should be provided at Cattal rail station.

Evidence should be provided to support the level and type of proposed cycle parking

Justification

- 10.20** In order to enable residents and visitors to Maltkiln to make use of the network of cycleways required by the DPD so that cycling, alongside walking, can become the natural choice for accessing local services and facilities, and the vision for Maltkiln of being a place where people are not dependent on a car can be realised, it will be vital to ensure that adequate levels of appropriate cycle parking and storage infrastructure are provided.
- 10.21** As set out in the New Settlement Climate Change Strategy, the transition to electric vehicles alone will not be sufficient for Maltkiln to achieve net zero carbon movement in-line with the council's 2038 net zero carbon economy ambition and, therefore, securing modal shift from cars alongside trip substitution will be essential to help reduce carbon emissions. To encourage modal shift to cycling, cycle parking will need to be safe, secure and easily accessible so that cycling is a realistic and attractive alternative.
- 10.22** As such, convenience and security will be important considerations when providing cycle parking, whether in residential settings or as trip destination parking. In new residential development covered, secure cycle parking should be provided that is readily accessible without the need to go through the house. For apartments, this should comprise communal, secure parking close to the entrance of the block.
- 10.23** Trip destination cycle parking should be located in an area which has regular passing pedestrian traffic. This provides informal supervision and increases the security of the facilities. Short stay parking should be located as close as possible to the destination and need not necessarily be undercover. Long stay cycle parking should be provided where the user is expected to stay for more than 3 hours. This should be located near to the destination, be covered and secure.
- 10.24** Cycle parking should consider the needs of all potential users and the range of cycles which will use the facilities including non-standard and electric bikes.
- 10.25** To ensure that all initial and later residents are enabled and encouraged to make cycling the natural choice for accessing local services and facilities from the outset, and to compliment the requirement for delivery of cycleways in the earliest phases, adequate levels of cycle parking must be provided from first occupation. This includes ensuring that dwellings have

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sufficient levels of cycle parking for their expected level of occupancy. While some residents may be unable to cycle or may choose not to cycle, given the nature of the residential cycle parking required, it is necessary to ensure that this is available at all dwellings (with the exception of relevant specialist housing), particularly those without garages, to ensure the needs of later residents over the lifetime of the development can be met without the need for retro-fit building works as these may be expensive and in some cases, such as with some smaller properties, not possible.

- 10.26** Table 10.1 below sets out the expected standards required for cycle parking. These have been informed by minimum quantity standards recommended in Local Transport Note (LTN) 1/20 and are considered an appropriate starting point for a newly planned settlement where significant cycle infrastructure is required to help achieve the vision of a place where people are not dependent on a car. An assessment should always be made as to whether an increase above the expected standards is necessary or advantageous, for example within the local centre. A significant number of secured and covered cycle parking spaces should be provided at Cattal Station; the number to be agreed with the Local Planning Authority, in consultation with Network Rail.

Land use	Sub-category	Expected requirement
Residential	Private dwellings	1 space per bedroom (up to a maximum of 4 spaces)
	Care Facilities	1 space per 6 staff
Retail	Less than 200m ²	1 space per 100m ²
	Greater than 200m ²	1 space per 200m ²
Employment	Offices	1 space per 150m ²
	Industry	1 space per 200m ²
Education	Primary/Secondary schools	1 space/ 5 staff, plus 1 space /5 pupils

Table 10.1

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NS33: High Quality Public Transport - Rail Infrastructure

Policy NS33: High Quality Public Transport: Rail Infrastructure

In consultation with Network Rail (or successor organisation) provision should be made for the enhancement of Cattal Station early in the development process, to form a central mobility hub for the new settlement including:

- Enhanced seating and waiting facilities
- Secure, covered cycle parking, including for electric and non-standard bikes
- Bike share
- New bus stops and waiting shelters within close proximity of the station
- Real time train and bus information
- Drop off points for taxis
- Additional car parking, including provision for electric vehicles and dedicated car club spaces in line with policy NS37
- Package delivery lockers

The station should provide inclusive accessibility, including for users of wheelchairs, mobility scooters and those with pushchairs where practicable.

Changes to the following level crossings should be provided in accordance with timescales agreed in writing with Network Rail (or successor organisation):

- Cattal Station: The level crossing should be closed and replaced with step free access provided to serve the station platforms
- Whixley (on Scate Moor Lane): Closed to vehicles and downgraded to bridleway status with Scate Moor bridleway level crossing closed and bridleway diverted to Whixley level crossing
- Hammerton Road (on Parker Lane) Closed to vehicles

Opportunities for future electrification of the line and/or possible platform extension should not be compromised as a result of Cattal Station enhancements.

Justification

- 10.27** Cattal rail station is at the heart of Maltkiln. As a result of track and signalling improvements this line now offers a half hourly service between Leeds and York. In order to make the most of the increased frequency and consequent additional passenger space the facilities at Cattal station need to be enhanced to provide a modern, accessible mobility hub that will improve the passenger offer.
- 10.28** In order to encourage sustainable travel habits, station improvements (including step free access to the station platforms) should be provided early in the development process. The exact timing of improvements should be agreed with the Local Planning Authority in consultation with Network Rail.
- 10.29** It is recognised that delivering enhanced facilities for Cattal Station will be dependent on achieving agreements with Network Rail and landowners. Where such agreements cannot be reached, alternative provision for those facilities which do not require a specific station location may be proposed in close proximity to Cattal Station.

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- 10.30** The Harrogate (Leeds-Harrogate-York) Rail Line passes east-west through Maltkiln. There are multiple, existing, crossing points of the Harrogate line, in the vicinity of the new settlement including crossings at-grade, under and over the rail line. There is a requirement to reduce the safety risk at these crossings through the changes set out in this policy.
- 10.31** Recent track and signalling changes, alongside updated rolling stock have enhanced the level of service on the Harrogate rail line. The Council will seek to promote further opportunities for improvement through, for example, electrification. Enhancements at Cattal Station, including the new bridge crossing, should ensure that this ambition is not compromised.

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NS34: High Quality Public Transport - Bus Provision

Policy NS34: High Quality Public Transport: Bus Provision

High quality bus provision will be provided early in the development process to serve the needs of the Maltkiln:

- Connection of bus routes within the new settlement to the wider network, enhancing connectivity to nearby settlements;
- Priority bus access to key facilities;
- Bus stop infrastructure and passenger waiting facilities in key locations;
- Ensuring every house is within easy walk of a high quality bus stop with real time information, with the majority of houses within a 400m walk;
- Cycle parking to be co-located at core bus shelters/stops;
- Developer funded measures to support bus usage from the earliest stages of development;
- Consideration of Demand Responsive Transport

Justification

- 10.32** The area is currently served by limited bus services; service 22/23 currently offers a two hourly service (York-Boroughbridge-Ripon-Knaresborough). There is no direct southerly service. The new settlement provides an opportunity to deliver enhanced connections to nearby settlements via improved bus services.
- 10.33** Service routes, frequencies, journey times and reliability will need to be sufficient to ensure good connectivity and accessibility to a range of key destinations, including locations not directly accessible by rail, to encourage its use.
- 10.34** A bus routing plan should be undertaken alongside more detailed masterplanning work, underpinned by a Movement and Accessibility Appraisal. This should be designed to serve the whole of Maltkiln and be focused on key destinations.
- 10.35** Bus stops along the route should be safe, easily accessible and offer a high quality customer experience providing real time service information, seating and shelters where appropriate. At core bus shelters/stops cycle parking should also be provided to encourage integration of travel modes.
- 10.36** Demand responsive bus provision that offers flexibility in terms of times and routings, in response to specific user requests, should also be explored as part of the development of the settlement to offer a more convenient and accessible service to complement fixed route services that are to be provided.
- 10.37** It is important that bus services are provided provided early in the development process so that new residents and those visiting for work or leisure get in to sustainable travel habits from the outset. Developer contributions will be required to support measures that encourage bus usage.

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NS35: Street Hierarchy**Policy NS35: Street Hierarchy**

Maltkiln should be designed and developed in a way that reduces the distance to travel and optimises desire lines.

Primary routes will convey traffic within Maltkiln, provide access to the A59 and facilitate access to the A168. They should be designed to accommodate segregated cycle infrastructure and wide pedestrian pavements to mitigate dominance from the carriageway.

A network of secondary routes will maintain circulation around the development and should be designed for low speed and low traffic.

Residential streets should be designed to

- prioritise travel by active modes
- reduce speeds
- restrict through routes for non-essential traffic
- contribute to place making through homes that interact with the street

Major desire lines will incorporate pedestrian/ cycle focused crossing points to prioritise active travel

- 10.38** Vehicular movements in Maltkiln will be minimised and managed by the adoption of a clear street hierarchy and filtered permeability. Filtered permeability designs out car traffic on certain routes to make the environment more attractive for walking and cycling.
- 10.39** Primary streets will provide the main traffic routes through the site, providing connection to the A59 to the north and A168 to the south. Segregated walking and cycling routes will minimise conflict between different users and priority should be provided for active travel at junctions.
- 10.40** A network of secondary streets will allow for circulation around the development but should be designed for low volumes of traffic and low speeds and prevent 'rat running'
- 10.41** New residential streets should be designed to form part of a well-connected street network, that makes pedestrian and cycle routes as direct as possible. They should be designed to reduce speeds and contribute to creating a sense of place through homes that interact with the street.

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NS36: Highway Mitigation and Improvements

Policy NS36: Highway Mitigation and Improvements

Measures to mitigate and improve the highway network will be required and will include:

- new vehicular accesses on the A59 corridor, the location and form of control to be determined and agreed with the Local Highway Authority;
- facilitating access to a new link road connecting Maltkiln at the south to the A168, running parallel to Scate Moor Lane as indicated on the indicative Development Framework;
- a new vehicular bridge across the rail line as indicated on the indicative Development Framework;
- junction improvement scheme at Whixley crossroads;
- junction improvement at Gilsthwaite Lane;
- measures to deter traffic from through-routing;
- a S106 contribution to the improvement scheme for J47 of the A1(M).

A Transport Assessment will be required for each phase of development and additional measures may be required as a result. Trigger points for delivery of mitigation measures will need to be set out within the Transport Assessment and agreed with the Local Highway Authority.

Land should be retained where the urban edge of the new settlement runs parallel to the A59 to facilitate dualling of the A59;

Justification

- 10.42** The principal road link in the vicinity of Maltkiln is the A59. At a strategic level this acts as an important east-west link across the north of England and at the local level connects Harrogate and Knaresborough to York as well as connecting to the A1(M) at junction 47. High level traffic modelling work to support the Local Plan did not indicate an immediate need to dual the A59, however link capacity indicated that there may be a need in the future to dual the route. More detailed assessment work undertaken to support an outline planning application has indicated the likely need to dual the A59 to the west of the site to the A1(M) junction before the completion of the new settlement.
- 10.43** Junction 47 on the A1(M) has recently been the subject of improvements; further works will be required to support the development of Maltkiln and a scheme has been developed ⁽⁶⁷⁾ for which a financial contribution will be required, secured through a S106 contribution.
- 10.44** The principal vehicular access points to Maltkiln will be via two accesses from the A59 to the north of the settlement, and a new link road to the south connecting Maltkiln with the A168. Maltkiln straddles the Leeds-Harrogate-York rail line and a new vehicular bridge will be provided to facilitate the crossing of the rail line, linking the two halves of the settlement.
- 10.45** Junction improvements have been identified at Whixley crossroads and Gilsthwaite Lane. Further highway mitigation and improvement measures may be deemed necessary following the submission of transport assessments associated with each phase of development.

67 Scheme jointly prepared by Harrogate Borough Council, North Yorkshire County Council, Highways Agency, YNYER Local Enterprise Partnership

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- 10.46** Trigger points for delivery of mitigation measures will be based on a trip budget approach and vehicular trip rates, to be agreed with the LHA. This will require monitoring of vehicular trip rates, generated from the site, at key access points to / from the new settlement. Monitoring will need to be operational from the construction of the first phase of development and continue until after the development is fully occupied. The results of the monitoring will inform if the trigger point for the identified mitigation measures has been met and/or exceeded; if the average recorded traffic flows at any of the access points is over the identified trigger point for two consecutive months in any 12-month period, the construction of the identified mitigation measures will need to commence.

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NS37: Minimising Car Usage

Policy NS37: Minimising Car Usage

Vehicle trip budget

Development proposals will be supported where it can be demonstrated that they can be delivered within the vehicle trip budget. Proposals that exceed the vehicle trip budget will not be permitted.

The maximum vehicular trip budget for Maltkiln on to the A59 should be set out in the Transport Assessment and agreed with the Local highway Authority.

Car Parking

Car parking, including provision for electric vehicles, should be located and designed such that it does not encourage local trips within the new settlement to be made by car.

Residential car parking will be planned and delivered in-line with an approved residential parking strategy, as required by policy NS5. Off-plot residential parking spaces will be:

- Located and designed to reduce the potential for crime and anti-social behaviour;
- Easily accessible and near to the homes they serve, particularly where they may serve needs arising from homes built to the wheelchair accessible or adaptable standards;
- Owned and managed by an appropriate stewardship body that enables residents to apply and, where appropriate, secure individually allocated parking in response to their needs;
- A sufficient size to provide easy access to the sides and back of vehicles for loading/unloading.

Car parking to serve Cattal Station should be located to the north of the railway line and should be of sufficient size to meet the park and ride trips of the wider community. Land should be made available to the south of the rail line to ensure future expansion of the car park if required.

Travel Demand Management

Measures to minimise car use should be provided in the new settlement to include:

- A central mobility hub located at Cattal Station linked to satellite mobility hubs
- A car club with dedicated car parking spaces at convenient locations
- Shared mobility schemes.

Justification

- 10.47** In order to manage the level of vehicular traffic on the A59 a total trip budget has been set. Each phase of development will need to demonstrate that it can be satisfactorily accommodated within the overall trip budget. Modal shift, trip and parking levels will need to be regularly monitored to ensure the trip budget can be met. Monitoring of trip rates will also identify if further measures are required to reach targets/objectives and encourage modal shift to more sustainable modes. In order to identify when mitigation measures are required vehicular trip rates, generated from the site, will need be monitored at key access

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points to/from the new settlement. As referred to above, under Policy NS36, once a defined threshold for mitigation has been met or exceeded this will trigger the need to provide identified mitigation measures.

- 10.48** Arrangements for car parking, in particular residential parking, and electric vehicle charging will be important factors in influencing whether residents and those visiting Maltkiln for work or leisure make more sustainable travel choices. A considered approach to residential car parking is important to encourage net zero-carbon travel, support the principle of the trip budget and to help deliver on the vision that Maltkiln will be a place where people are not dependent on a car. Policy NS5: Net Zero Carbon Movement and Active Travel requires a residential parking strategy showing how the design and delivery of Maltkiln will seek to achieve the ambition of a settlement where residential parking needs can be met by a car parking ratio of one space per home (or less). Further requirements for the strategy are set out in policy NS5. This includes measures to ensure that the level of provision does not lead to parking littering, as well as an approach to enable that where spaces above the target of one per home are provided, these additional spaces can be reallocated to other uses in future should they no longer be required for car parking.
- 10.49** Where residential car parking is provided off-plot, these will be easily accessible to the homes they are intended to serve. This is particularly important where they may serve needs arising from homes built to the wheelchair accessible or adaptable standard, where the use of 'disabled-only' restrictions should also be considered. To support future reallocation to other uses they will be owned and managed by an appropriate stewardship body. This body will have arrangements for residents to apply and secure individually allocated parking in response to their needs, including responding appropriately to accommodate needs that change over time, such as the ability to secure disability parking, where appropriate. These off-plot spaces will be a sufficient size to provide easy access to the sides and back of vehicles for loading/unloading so that they are as usable as typical driveway parking.
- 10.50** Travel demand management includes measures that support a reduction in car usage by making people aware of the full range of transport options available. Maltkiln will include a central mobility hub at Cattal Station that provides complementary, co-ordinated, easily accessible sustainable modes of travel. Real time travel information will be provided to link up the different modes and attract its use.
- 10.51** The mobility hub will need to connect to a network of defined satellite hubs to provide services to connect people across the settlement through sustainable travel as well as offering good quality public realm.
- 10.52** There is no defined or "one-size fits all" approach for the provision of a mobility hub, so the components will need to be reflective of and adaptive to Maltkiln and be clearly set out in the settlement wide travel plan.
- 10.53** Car Clubs reduce the need for ownership of a private car, whilst retaining accessibility and flexibility, without the need to maintain a vehicle. A car club should be established in the new settlement with arrangements put in place for its long term management. The car club fleet should comprise low carbon vehicles, principally EVs and the mobility hub(s) should include EV charging infrastructure e.g. EV charging bays.
- 10.54** Shared mobility can help reduce issues of congestion and over-reliance on the private car and the perceived need for car ownership. Shared mobility should be supported and encouraged in the new settlement through promotion of the following measures which can

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be encapsulated in a Mobility as a Service (MaaS) approach; which integrates various forms of transport services into a single mobility service that can be accessed on demand to facilitate seamless travel across modes to travel from origin to destination.

- Car sharing - potentially through online car sharing apps or workplace programmes.
- Bike (or scooter) sharing – short term use of micro-mobility modes to provide alternative mode options for travel and potential multi-modal travel for longer journeys.
- Ride pooling / shared taxi – people use an app or website to book a taxi ride that they share with someone on a similar journey route. This provides the convenience of a taxi with reduced fares due to the sharing element but can potentially result in slightly longer journey times.

DRAFT

NS38: Infrastructure Delivery

Policy NS38: Infrastructure Delivery

The Council will require developers to provide for, or contribute towards, the infrastructure and mitigation measures necessary to support the delivery of the Maltkiln New Settlement Allocation.

Applications for development of the Maltkiln New Settlement Allocation must provide development in line with the requirements set out within the Harrogate District Local Plan and this DPD, including an allocation wide masterplan (as required by Policy NS3).

An allocation wide infrastructure delivery strategy, a phasing strategy and a financial appraisal should be submitted to the Local Planning Authority for approval as part of the planning application to demonstrate compliance with this policy. These documents will be a material consideration in the determination of the planning application and all subsequent applications. All applications determined should accord with the approved documents unless otherwise agreed by the local planning authority.

Infrastructure Delivery Strategy

The allocation-wide infrastructure delivery strategy will demonstrate that the development of the Maltkiln New Settlement Allocation will deliver, in a timely manner, sufficient infrastructure to cater for the needs of the allocation as a whole and also mitigate to an acceptable level the effects of the whole development upon the surrounding area and community; this will include:

- The infrastructure, as set out in the Council's Maltkiln Allocation Infrastructure Delivery Plan (IDP) and all other infrastructure identified in technical assessments to mitigate the impact of the development, to be implemented before or alongside development in accordance with a phasing strategy approved by the local planning authority.
- Sustainable transport measures and other infrastructure requirements, including measures to mitigate impacts upon the local and strategic road network.

Phasing Strategy

The allocation-wide phasing strategy will set out the proposed phasing of the strategic allocation, including the relevant land uses and infrastructure delivery for each phase.

Financial Appraisal

An allocation-wide financial appraisal, in a format to be agreed in advance with the local planning authority and in accordance with relevant guidance, reporting on financial viability issues associated with the development.

Phase specific requirements

To be acceptable, planning applications that cover a phase or part of the allocation area must be accompanied by an application-specific masterplan and infrastructure delivery statement for approval by the local planning authority that relates to the application site phase and sets out:

11 Infrastructure Delivery

1. Site-specific infrastructure requirements and how these relate and adequately contribute to the allocation-wide infrastructure delivery strategy;
2. Details of proposed development and its phasing, proposed triggers/thresholds for the delivery of associated infrastructure and how in each case these relate and adequately contribute to the allocation-wide masterplan, infrastructure delivery strategy and to the phasing strategy and conform with the policies of the Development Plan; and
3. A financial appraisal in a format to be agreed in advance with the local planning authority and in accordance with relevant guidance, reporting on financial viability issues associated with the development and its relationship and contribution to the allocation-wide financial appraisal and justifying the form and content of the proposals applied for in respect of the relevant phase or part (including the amount and type of affordable housing and land reserved for custom or self-build homes).

Justification

- 11.1** A comprehensive approach to development of the Maltkiln New Settlement Strategic Allocation is required in order to ensure the effective delivery of common infrastructure in a co-ordinated and timely manner.
- 11.2** Harrogate District Local Plan (HDLP) Policy TI4 Delivery of New Infrastructure sets out an expectation that developers will make reasonable on and off-site provision and or contributions towards infrastructure and services in order to cater for the needs generated by development.
- 11.3** The policy states that new infrastructure must be operational no later than the appropriate phase of development for which it is needed. Policy TI4 was informed by an Infrastructure Delivery Plan (IDP) which identified the infrastructure and services required to support the level of planned growth in the district, informed by an assessment of infrastructure requirements/capacity.
- 11.4** Building upon the information contained within the HDLP IDP, a Maltkiln Allocation Infrastructure Delivery Plan has been prepared, seeking to provide updated information in relation to infrastructure requirements. The information within the IDP, along with technical assessments undertaken by developers and site masterplanning work, will further inform the assessment of infrastructure requirements to cater for the needs of the allocation area as a whole and also mitigate to an acceptable level the effects of the whole development upon the surrounding area and community.
- 11.5** The Maltkiln Allocation IDP contains a schedule of Infrastructure requirements and should be used as the starting point for discussions regarding infrastructure provision. The Infrastructure Delivery Plan will be updated by the Council as and when required.
- 11.6** Requirements for applicants to prepare an allocation-wide infrastructure delivery strategy, phasing strategy and financial appraisal should be discussed with the Council early at the pre-application stage and submitted to the Council for approval. The financial appraisal submitted should be prepared in line with the recommended approach within national planning guidance and undertaken by an appropriately qualified person, in line with the relevant RICS Guidance. The approved allocation-wide infrastructure delivery strategy, phasing strategy and financial appraisal will be material considerations in the determination of planning

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applications. Where required financial appraisals contain confidential information and are provided on a commercially confidential basis, appropriate measures in relation to confidentiality will be put in place.

- 11.7** The New Settlement allocation is made up of land parcels in multiple ownerships, which are subject to more than one promotion agreement. It is expected that landowners will work together to ensure a holistic solution to the provision of adequate infrastructure across the whole allocation, in line with the policies of this. DPD. It is anticipated that the identified infrastructure will be delivered in standalone applications or that that landowners will enter into appropriate equalisation or collaboration agreements to deliver common infrastructure as necessary. A fair and reasonable mechanism for apportioning the in-kind provision of infrastructure and/or costs should be agreed. This is necessary to secure a comprehensive approach to masterplanning and infrastructure delivery for the allocation area as a whole and to ensure that proposals for part of the allocation help deliver a high quality cohesive place that meets overall policy objectives and do not prejudice future phases of development or infrastructure provision.
- 11.8** In order to ensure that the relevant infrastructure is delivered as and when required, the Council will implement a robust monitoring and review process to help inform the consideration of S106 requirements on a phase by phase basis, along with identifying appropriate delivery mechanisms

12.1 The framework for monitoring DPD policies is set out in the table below:

Policy	Indicator number	Indicator	Target	Monitoring frequency	Data source	Delivery partners	Trigger	Action	Further information
NS1: Development Framework		Policy monitored through indicators associated with other DPD policies. Further consideration to be given to setting out explicit links to other policy indicators							
NS2: Strategic Green Gap	NS2/1	Proportion of proposals for development not specified as appropriate within NS2 approved	No development other than that identified as appropriate within policy is approved	Annual and cumulatively	Records of planning applications		Any approvals for policy non-compliant development	Review development management process	
NS3: Master-Planning Design Principles		Policy monitored through indicators associated with other DPD policies. Further consideration to be given to setting out explicit links to other policy indicators							
NS4: Net Zero Carbon by 2038	NS5/1; NS7/1; NS8/1; NS9/1; NS9/2	Policy monitored through indicators associated with other DPD policies as follows: Operational emissions from buildings, infrastructure and business uses- NS7/1; Operational emissions from transport- NS5/1, NS9/1 and NS9/2; Embodied/life-cycle emissions- NS8/1							
NS5: Net Zero Carbon Movement and Active Travel	NS5/1	Proportion of proposals supported by, or in-line with (as appropriate), an acceptable Net Zero Carbon Movement Strategy	All relevant proposals are supported by, or in-line with (as appropriate), an acceptable strategy	Annual	Records of planning applications		Not all relevant developments have demonstrated compliance with Net Zero Carbon Energy Strategy requirements	Review development management process	
NS6: Smart Settlement	NS6/1	Proportion of proposals that demonstrate policy compliant minimum fibre broadband systems and site-wide connectivity from first occupation;	All relevant proposals meet policy requirements	Annual	Records of planning applications		Not all relevant developments have demonstrated policy compliance	Review development management process	

Monitoring Framework 12

Policy	Indicator number	Indicator	Target	Monitoring frequency	Data source	Delivery partners	Trigger	Action	Further information
		and demonstrate ability to upgrade fibre capacity to at least 100Gbs							
	NS6/2	Proportion of detailed proposals that incorporate suitable building scale smart infrastructure	All relevant detailed proposals incorporate suitable building scale smart infrastructure	Annual	Records of planning applications		Not all relevant detailed proposals incorporate suitable building scale smart infrastructure	Review development management process	
NS7: Net Zero Carbon Energy Supply and Use	NS7/1	Proportion of proposals supported by, or in-line with (as appropriate), an acceptable Net Zero Carbon Energy Strategy	All relevant proposals are supported by, or in-line with (as appropriate), an acceptable strategy	Annual	Records of planning applications		Not all relevant developments have demonstrated compliance with Net Zero Carbon Energy Strategy requirements	Review development management process	
NS8: Embodied Carbon, Circular Economy and Life-cycle Emissions	NS8/1	Proportion of proposals supported by an acceptable Embodied Carbon, Circular Economy and Life-cycle Emissions Strategy	All relevant proposals are supported by an acceptable strategy	Annual	Records of planning applications		Not all developments are supported by an acceptable Embodied Carbon, Circular Economy and Life-cycle Emissions Strategy	Review development management process	

Monitoring Framework									
Policy	Indicator number	Indicator	Target	Monitoring frequency	Data source	Delivery partners	Trigger	Action	Further information
NS9: Supporting Inclusive Flexible Living and Working	NS9/1	Proportion of proposals supported by, or in-line with (as appropriate), an acceptable Flexible Living and Working Strategy	All relevant proposals are supported by, or in-line with (as appropriate), an acceptable strategy	Annual	Records of planning applications		Not all relevant developments have demonstrated compliance with Flexible Living and Working Strategy requirements	Review development management process	
	NS9/2	Proportion of approved Flexible Living and Working Strategies that are being reviewed in light of monitoring and, where necessary, updated at least every five years	All approved Climate Resilience Strategies are reviewed at least every five years during delivery	Annual	Further consideration to be given to establishing appropriate data sources, triggers and actions, and whether deliver partners may be identified				
NS10: Climate Resilience	NS10/1	Proportion of proposals supported by an acceptable Climate Resilience Strategy	All relevant proposals are supported by an acceptable Climate Resilience Strategy	Annual	Records of planning applications		Not all developments are supported by an acceptable Climate Resilience Strategy	Review development management process	
	NS10/2	Proportion of approved Climate Resilience Strategies that are being reviewed in light of monitoring and, where necessary, updated at least every five years	All approved Climate Resilience Strategies are reviewed at least every five years during delivery	Annual	Further consideration to be given to establishing appropriate data sources, triggers and actions, and whether deliver partners may be identified				

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Policy	Indicator number	Indicator	Target	Monitoring frequency	Data source	Delivery partners	Trigger	Action	Further information
NS11: Flood Risk and Drainage	NS11/1	Proportion of proposals approved contrary to Environment Agency (EA) advice	No approvals where the EA initially objected unless with conditions satisfactory to the EA	Annual	Further consideration to be given to establishing appropriate data sources, triggers and actions, and whether deliver partners may be identified				
	NS11/2	Proportion of proposals approved contrary to Lead Local Flood Authority (LLFA) advice	No approvals where the LLFA initially objected unless with conditions satisfactory to the LLFA	Annual	Further consideration to be given to establishing appropriate data sources, triggers and actions, and whether deliver partners may be identified				
NS12: Green and Blue Infrastructure	NS12/1	Proportion of proposals supported by an acceptable Green Blue Infrastructure Strategy	All relevant proposals are supported by an acceptable Green Blue Infrastructure Strategy	Annual	Records of planning applications		Not all developments are supported by an acceptable Green Blue Infrastructure Strategy	Review development management process	
NS13: Biodiversity Net-Gain	NS13/1	Proportion of proposals that set out how they contribute to achieving 10% biodiversity net gain	Delivery of a minimum of 10% biodiversity net gain	Annual	Further consideration to be given to establishing appropriate data sources, triggers and actions, and whether deliver partners may be identified				
NS14: Open Space and Sport Provision	NS14/1	Amount of open space permitted and completed		Annual	Further consideration to be given to establishing appropriate target, data sources, triggers and actions, and whether deliver partners may be identified				

Monitoring Framework									
Policy	Indicator number	Indicator	Target	Monitoring frequency	Data source	Delivery partners	Trigger	Action	Further information
NS15: Protecting Aubert Ings SSSI	NS15/1	Proportion of proposals supported by, or in-line with (as appropriate), an acceptable Aubert Ings SSSI Impact Assessment	All relevant proposals are supported by, or in-line with (as appropriate), an acceptable assessment	Annual	Records of planning applications		Not all relevant developments have demonstrated compliance	Review development management process	
	NS15/2	Proportion of relevant proposals that contribute to provision of semi-natural destination points at Doodle Hills and Cattal Belt	All relevant proposals contribute to provision of these semi-natural destination points	Annual	Records of planning applications		Not all developments have demonstrated compliance	Review development management process	
NS16: Designated Heritage Assets- Kirk Hammerton Conservation Area, Old Thornville and Providence House	NS16/1	Proportion of relevant proposals demonstrating compliance with policy	All relevant developments demonstrate compliance	Annual	Records of planning applications		Not all developments have demonstrated compliance	Review development management process	
NS17: Designated Heritage Asset- Cattal Bridge	NS17/1	Proportion of relevant proposals demonstrating compliance with policy	All relevant developments demonstrate compliance	Annual	Records of planning applications		Not all developments have demonstrated compliance	Review development management process	

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Policy	Indicator number	Indicator	Target	Monitoring frequency	Data source	Delivery partners	Trigger	Action	Further information
NS18: Designated Heritage Asset- Church of St John the Baptist, Hunsingore	NS18/1	Proportion of relevant proposals demonstrating compliance with policy	All relevant developments demonstrate compliance	Annual	Records of planning applications		Not all developments have demonstrated compliance	Review development management process	
NS19: Designated Heritage Asset- Milestone near Providence House	NS19/1	Proportion of relevant proposals demonstrating compliance with policy	All relevant developments demonstrate compliance	Annual	Records of planning applications		Not all developments have demonstrated compliance	Review development management process	
NS20: Archaeology	NS20/1	Proportion of relevant proposals demonstrating compliance with policy	All relevant developments demonstrate compliance	Annual	Records of planning applications		Not all developments have demonstrated compliance	Review development management process	
NS21: Non-Designated Heritage Assets	NS21/1	Proportion of relevant proposals demonstrating compliance with policy	All relevant developments demonstrate compliance	Annual	Records of planning applications		Not all developments have demonstrated compliance	Review development management process	
NS22: Housing Mix and Density	NS22/1	Housing mix by number of bedrooms	Developments provide housing mix that accords with the HEDNA or other acceptable evidence	Annual	Records of planning applications and delivery		Acceptable housing mix not secured	Review development management process	
	NS22/2	Percentage of market homes that are 'accessible and adaptable'	Developments of 10 or more homes provide at least 25% of market units as accessible and adaptable	Annual	Records of planning applications		At least 25% of market units on developments of 10 or more homes not	Review development management process	

Policy	Indicator number	Indicator	Target	Monitoring frequency	Data source	Delivery partners	Trigger	Action	Further information
							secured as accessible and adaptable		
	NS22/3	Density of development	Average net density of development of 30 dwellings per hectare or higher	Annual and cumulatively	Records of planning applications		Acceptable density not secured	Review development management process	
NS23: Affordable Housing	NS23/1	Number of affordable homes permitted and completed	Eligible developments provide required affordable housing percentage	Annual	Records of planning applications and delivery		Less than required percentage secured on eligible developments	Review development management process	
	NS23/2	Percentage of affordable homes permitted and completed that are accessible and adaptable	100% or affordable homes are accessible and adaptable	Annual	Records of planning applications and delivery		Less than required percentage secured	Review development management process	
	NS23/3	Percentage of affordable homes permitted and completed that are wheelchair accessible or wheelchair adaptable or bungalows	100% or affordable homes are wheelchair accessible or wheelchair adaptable or bungalows	Annual	Records of planning applications and delivery		Less than required percentage secured	Review development management process	
NS24: Specialist Housing	NS24/1	Number of specialist housing units permitted and completed	Number of specialist housing units meets acceptable evidenced of local need	Annual	Records of planning applications and delivery		Less than evidenced requirement is secured	Review development management process	

Policy	Indicator number	Indicator	Target	Monitoring frequency	Data source	Delivery partners	Trigger	Action	Further information
NS25: Self and Custom Build Housing	NS25/1	Number of self and custom build housing plots permitted and completed (marketed)	Development provides at least 5% of housing plots as self and custom build plots	Annual	Records of planning applications and delivery, an estate agency listings		Less than 5% of housing plots are secured as self and custom build plots and then marketed	Review development management process and appropriateness of enforcement action	
	NS25/2	Number of detailed proposals on self and custom build plots permitted and completed	Further consideration to be given to establishing an appropriate target, frequency of monitoring, data sources, triggers and actions, and whether deliver partners may be identified						
NS26: Local Centre	NS26/1	Size and compliance							
		Design codes							
NS27: Employment	NS27/1	Amount of land permitted and developed for new employment uses	Minimum 5ha of land permitted and developed for employment uses		Further consideration to be given to establishing appropriate data sources, triggers and actions, and whether deliver partners may be identified				
	NS6/1; NS9/1	Policy NS27 requirements relating to home working and flexible working monitored through indicators associated with other DPD policies as follows: Broadband infrastructure- NS6/1; Flexible use of rooms and provision of flexible co-working space- NS9/1;							
NS28: Education	NS28/1	Progress on delivery of early years provision	Further consideration to be given to establishing an appropriate target, frequency of monitoring, data sources, triggers and actions, and whether deliver partners may be identified						
	NS28/2	Progress on delivery of primary school provision	On-site delivery of one 420 space school (2.4ha) and one 420 space school on a site capable of accommodating future expansion to 630 spaces (3.5ha)		Further consideration to be given to establishing an appropriate frequency of monitoring, data sources, triggers and actions, and whether deliver partners may be identified				

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Monitoring Framework									
Policy	Indicator number	Indicator	Target	Monitoring frequency	Data source	Delivery partners	Trigger	Action	Further information
	NS28/3	Progress on delivery of secondary school provision	Based on the view of the local education authority as to the most appropriate approach, either securing financial contributions for expanded provision at Boroughbridge High School and delivery of provision, or delivery of new school provision on-site	Further consideration to be given to establishing an appropriate frequency of monitoring, data sources, triggers and actions, and whether deliver partners may be identified					
NS29: Social and Community Facilities	NS29/1	Amount of net floorspace permitted and completed for D1 and sui generis uses that fulfill a community or leisure use	Satisfactory progress in delivery of at least the minimum required on-site social and community facilities, specifically: health care facilities (including GP consulting rooms, dentist, pharmacy); flexible community centre	Further consideration to be given to establishing an appropriate frequency of monitoring, data sources, triggers and actions, and whether deliver partners may be identified					
	NS28/1	Policy NS29 requirements relating to day care and nursery provision monitored through indicators associated with other DPD policies as follows: Early years provision- NS28/1							
NS30: Sustainable Travel and Connectivity	NS30/1	Proportion of proposals supported by, or in-line with (as appropriate), an acceptable settlement-wide Framework Travel Plan (FTP)	All relevant proposals are supported by, or in-line with (as appropriate), an acceptable FTP	Annual	Records of planning applications		Not all relevant developments have demonstrated compliance	Review development management process	

Policy	Indicator number	Indicator	Target	Monitoring frequency	Data source	Delivery partners	Trigger	Action	Further information
	NS30/2	Proportion of proposals supported by, or in-line with (as appropriate), an acceptable neighborhood level subsidiary travel plan	All relevant proposals are supported by, or in-line with (as appropriate), an acceptable subsidiary travel plan	Annual	Records of planning applications		Not all relevant developments have demonstrated compliance	Review development management process	
	NS34/1	Policy NS30 requirements relating to provision of a high quality bus service is monitored through indicators associated with other DPD policies as follows: Bus Provision- NS34/1							
	NS30/x	Further consideration to be given to the need for additional indicators to monitor policy NS30.							
NS31: Walking and Cycling	NS31/1	Further consideration to be given to establishing an appropriate indicator, target, frequency of monitoring, data sources, triggers and actions, and whether deliver partners may be identified							
NS32: Cycle Parking and Storage	NS32/1	Number of cycle parking spaces included in permitted schemes (residential and non-residential)	Cycle parking that, as a minimum, meets standards set out in table accompanying policy NS32. This should include provision for non-standard and electric bikes	Annual	Records of planning applications		Any permission granted with less than the minimum levels and range of cycle parking required	Review development management process	
NS33: High Quality Public Transport- Rail Infrastructure	NS33/1	Progress in securing the enhancement of Cattle station to provide a central mobility hub	Further consideration to be given to establishing an appropriate target, frequency of monitoring, data sources, triggers and actions, and whether deliver partners may be identified						
NS34: High Quality Public Transport- Bus Provision	NS34/1	Progress in securing high-quality bus provision	Further consideration to be given to establishing an appropriate target, frequency of monitoring, data sources, triggers and actions, and whether deliver partners may be identified						
NS35: Street Hierarchy	NS35/1	Further consideration to be given to establishing an appropriate indicator, target, frequency of monitoring, data sources, triggers and actions, and whether deliver partners may be identified							

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Policy	Indicator number	Indicator	Target	Monitoring frequency	Data source	Delivery partners	Trigger	Action	Further information
NS36: Highway Mitigation and Improvements	NS36/1	Proportion of proposals supported by, or in-line with (as appropriate), an acceptable Transport Assessment (TA)	All relevant proposals are supported by, or in-line with (as appropriate), an acceptable TA	Annual	Records of planning applications		Not all relevant developments have demonstrated compliance	Review development management process	
	NS36/2	Progress in delivery of agreed highway mitigation and improvement measures	Progress in-line with planning permissions and relevant legal agreements					Further consideration to be given to establishing an appropriate frequency of monitoring, data sources, triggers and actions, and whether deliver partners may be identified	
NS37: Minimising Car Usage	NS37/1	Further consideration to be given to establishing an appropriate indicator to monitor car parking spaces in residential areas, including the frequency of monitoring, data sources, triggers and actions, and whether deliver partners may be identified							
	NS37/2	Progress in delivery of travel demand management measures	Satisfactory progress in delivery of at least the following measures specified in policy: central and satellite mobility hubs; a car club; shared mobility schemes					Further consideration to be given to establishing an appropriate frequency of monitoring, data sources, triggers and actions, and whether deliver partners may be identified	
	NS33/1; NS36/1	Policy NS37 requirements relating to vehicle trip budgets and car parking at Cattal station monitored through indicators associated with other DPD policies as follows: Vehicle trip budgets - NS36/1; Car parking provision at Cattal station - NS33/1;							

Table 12.1 New Settlement (Maltkiln) DPD Monitoring Framework

Glossary

Some of the terms used in this DPD are technical and legal out of necessity. This glossary aims to explain these terms in plain English. It does not cover every eventuality, but provides definitions of the most common phrases and terminology.

Affordable housing: Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

Allocation: A site identified in this DPD as being appropriate for a specific land use(s) in advance of any planning permission.

Biobased construction materials: Construction materials that are derived from living organisms such as plants, which have been processed into a functional product. These materials can take many forms and perform distinct roles, with the required levels of initial processing varying with each material and application. Recognised examples include timber, hemp, straw, and wood-fibre. Not all biobased construction materials are grown and harvested specifically for a construction purpose, the biomaterial input could be a by-product, waste from another manufacturing process, or recycled material. Examples include sawn softwoods or manufactured plywood, cross-laminated timber and other plant fibre insulations.

Biobased supply chain: The network of companies and people involved in the production and delivery of a biobased construction product.

Biodiversity: A general term for the extent of variety of life on Earth or any given part of it. The variety is considered in terms of species of plants, animals and microorganisms, and the ecosystems of which they are part.

Biodiversity Action Plan (BAP): UK's initiative to maintain and enhance Biodiversity generally prepared by local authorities.

Built fabric: The structural materials, cladding, insulation, finishes, etc., that enclose the interior of a building, separating the internal from the external. For the purposes of policy NS7, this comprises the elements of a building's fabric that have potential to reduce operational energy use.

Development management: Development management is the process of regulating new development by granting or refusing applications for planning permission, and of controlling unauthorised development.

Embodied Carbon: The emissions and removals associated with materials and construction processes.

Green blue infrastructure: A network of multifunctional greenspace, urban and rural, capable of delivering a wide range of environmental and quality of life benefits for local communities. It includes parks, open spaces, playing fields, woodland, street trees, allotments and gardens, as well as rivers, canal and other water bodies.

Heritage asset: Parts of the historic environment that have significance because of their historic, archaeological, architectural or artistic interest. They include designated heritage assets (such as listed buildings and conservation areas) and assets identified by the local planning authority during the process of decision-making or through the plan-making process.

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Highways England: Executive agency of the Department for Transport who manage and maintain the motorway and trunk road network in England.

Historic England: Executive non-departmental public body sponsored by the Department for Culture, Media and Sport that looks after England's historic environment.

Historic environment: All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

Housing and Economic Development Needs Assessment (HEDNA): An assessment undertaken to establish the objectively assessed housing figures for the former Harrogate District taking account of a number of factors that influence housing need. It also considers the level of affordable homes needed per annum and provides information about the type and size of homes that will be needed. The HEDNA also makes an assessment about the amount of employment needed for the plan period.

Infrastructure Delivery Plan: An Infrastructure Delivery Plan has been prepared to support the development of this DPD. The IDP identifies the key infrastructure necessary to facilitate and support the development of the new settlement in a timely, co-ordinated and sustainable way.

International, national and locally designated sites of importance for biodiversity: All international sites (Special Areas of Conservation, Special Protection Areas, and Ramsar sites), national sites (Sites of Special Scientific Interest) and locally designated sites including Local Wildlife Sites.

Micromobility: The use of a range of small, lightweight vehicles or devices that are generally electric or human powered and driven by users personally, usually over short distances within urban environments. Micromobility devices include velomobiles, e-bikes, cargo bikes, electric scooters, electric skateboards, and electric pedal assisted (pedelec) bicycles. Whilst identified separately within the DPD, micromobility devices also include bicycles and shared bicycle fleets. Although not typically considered a vehicle, for the purpose of the DPD, micromobility should also be taken to include wheelchairs on the basis that these are devices used for individual transportation and are typically an essential mobility aid.

Natural England: Executive non-departmental public body sponsored by the Department for Environment, Food and Rural Affairs who act as the government's advisor for the natural environment in England, helping to protect England's nature and landscapes for people to enjoy and for the services they provide.

National Planning Policy Framework (NPPF): The NPPF forms the national planning policies that Local Planning Authorities need to take into account when drawing up their Local Plan and other documents and making decisions on planning policies. The NPPF is published by the Department of Communities and Local Government.

Net Zero Carbon: Achieving a balance where the amount of carbon dioxide released into the atmosphere is equivalent to the amount removed from the atmosphere. The Climate Change Act 2008 sets a legal requirement for the Government to reduce net carbon and other greenhouse gas emissions to zero by 2050. The Council's Carbon Reduction Strategy sets out a vision for a net zero carbon economy by 2038 and the policies in the DPD seek to reduce carbon emissions at Maltkiln in pursuit of this ambition.

Net Zero Carbon District by 2038: For Harrogate District to have a net zero-carbon economy by 2038 (as defined by Harrogate Borough Council's Carbon Reduction Strategy).

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Net Zero Carbon Energy Strategy: A strategy demonstrating how the energy needs of the development will be met in-line with the requirements of policy NS7: Net Zero Carbon Energy Supply and Use.

Net Zero Carbon Movement: Where all journeys are made by means that maintain a balance between the amount of carbon dioxide released into the atmosphere and the amount removed from the atmosphere. In practice this means journeys by active travel or journeys powered by net zero carbon power sources.

Net Zero Operational Carbon: Energy use is minimised and energy consumed is generated on or off-site using renewable sources.

Operational Carbon: The greenhouse gas emissions arising from all energy consumed by an asset in-use.

Self-build and custom-build housing: Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.

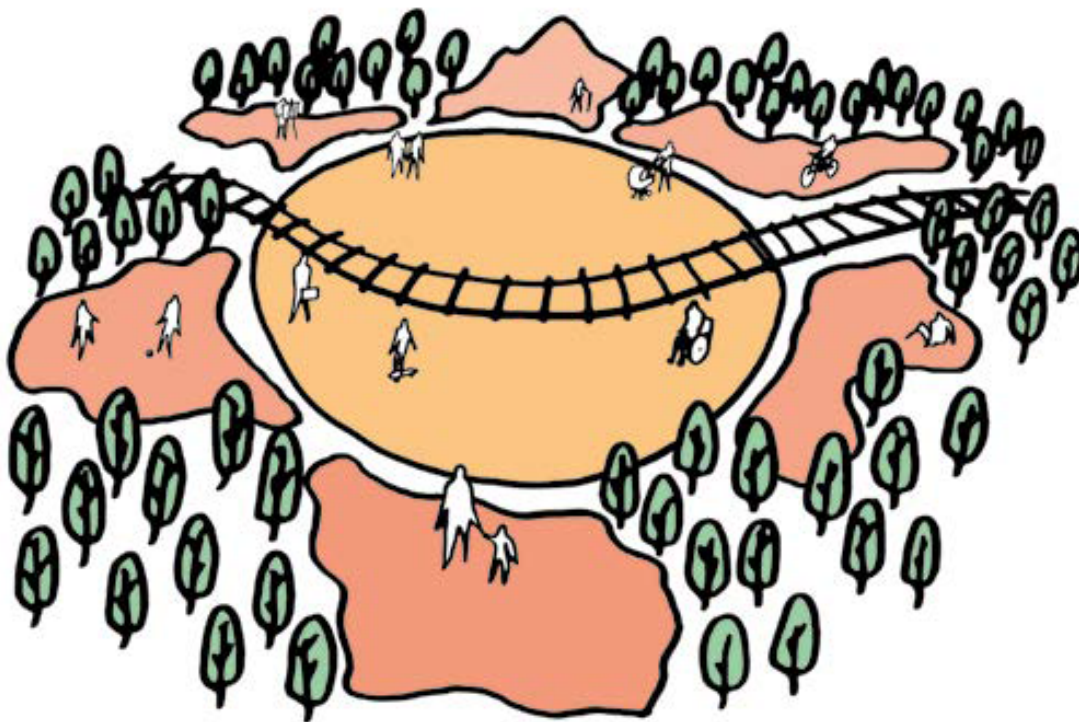
Site of Special Scientific Interest: Sites designated by Natural England under the Wildlife and Countryside Act 1981.

Sustainable drainage systems (SuDS): Sustainable drainage is an environmentally friendly way of dealing with surface water run-off, which avoids the problems associated with conventional drainage practice.

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New Settlement (Maltkiln) Development Plan Document (DPD)



Main Modifications Sustainability Appraisal

January 2025

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Sustainability Appraisal Submission

Introduction 1

- 1.1** The Regulation 19 New Settlement (Maltkiln) Sustainability Appraisal Report was prepared and published in June 2022 by AECOM on behalf of Harrogate Borough Council and formed part of the Regulation 19 consultation in October 2022.
- 1.2** On the 1 April 2023 North Yorkshire Council was formed which assumed responsibility for administering the area previously administered by North Yorkshire County Council and the district councils of Harrogate, Craven, Hambleton, Richmondshire, Ryedale, Scarborough and Selby. The Regulation 19 consultation was held prior to the formation of North Yorkshire Council.
- 1.3** The DPD Submitted for Examination in Public included an update to the Sustainability Appraisal. The update provided an assessment of the Reg 19 modifications against the SA Objectives. It also considered the key issues raised as part of the Regulation 19 consultation. The proposed modifications to the whole DPD were considered to establish whether the conclusions of the SA June Report still stand.
- 1.4** Following the Examination in Public in September 2024, main modifications are proposed, these modifications which include a revised boundary to the policy map, the modification proposes to increase the developable area reducing the area proposed to be designated as Strategic Green Gap.
- 1.5** For completeness the Submission Update and Regulation 19 Sustainability Appraisal Report 2022 reports follow.

2 Main Modifications Consultation

Objective

Objective 1: To protect, conserve and enhance air quality

- 2.1** The proposed modifications including a modification of the boundary to include additional land does not impact on the wider siting of the Maltkiln new settlement.
- 2.2** The proposed modifications do not change the previous SA conclusion.
- 2.3** Overall the DPD is predicted to lead to neutral effects with regards to air quality. Whilst increased growth will no doubt lead to poorer air quality in a largely rural area, this is unavoidable given that the area of search and development here is locked-in through the Local Plan. However, the layout of development will help to encourage modal shift, and several policies will indirectly have benefits with regards to managing air quality. Therefore, the DPD is unlikely to worsen the situation.

Objective 2: Protect and enhance the function and connectivity of biodiversity habitats and species

- 2.4** The modifications proposed include the modification to the boundary which increases the developable area. The modified boundary does not bring development any closer to Aubert Ings SSSI, to the south of the New Settlement boundary, or the Kirk Deighton SAC (designated for great crested newts) which is approximately 5.7km to the southwest. The HRA has also been updated to assess the modification to the boundary in relation to European Sites, no further impact has been identified.
- 2.5** The proposed modifications do not change the previous SA conclusion.
- 2.6** Overall, a potential minor negative effect is predicted, as the DPD will support the growth of housing in a sensitive area in close proximity to important environmental designations and on a site area containing important habitats. However, the DPD builds upon the safeguarding measures set out in the Local Plan and provides good detailing to help mitigate potential adverse effects on all sensitive sites and achieve a biodiversity net gain. In the longer term, the effects could therefore be positive.

Objective 3: Support the resilience of the Green Hammerton/Cattal areas to flood risk

- 2.7** The modifications proposed including the modification to the boundary which increases the developable area, includes land around Kirk Hammerton Beck. This may bring in additional land at flood risk. The policy proposed requires all land at risk of flooding to be kept free of development and incorporated as Green Blue Infrastructure, this will also apply to the additional land. Thus the modifications do not change the previous assessment.
- 2.8** The proposed modifications do not change the previous SA conclusion.
- 2.9** Overall, it is considered that significant positive effects would arise. Despite a loss of greenspace (which is inevitable given the Local Plan allocation), the DPD should ensure that natural drainage solutions are incorporated into development and areas at risk of flooding are safeguarded for green and blue infrastructure, thus protecting existing and new communities and property from flood risk. Requirements for development to reduce flood risk and increase resilience off-site should result in a net improvement in resilience in the wider area and positively contributing to wider catchment management.

Objective 4: Contribute to climate change mitigation

- 2.10** The modifications proposed including the modification to the boundary, do not change the initial assessment.

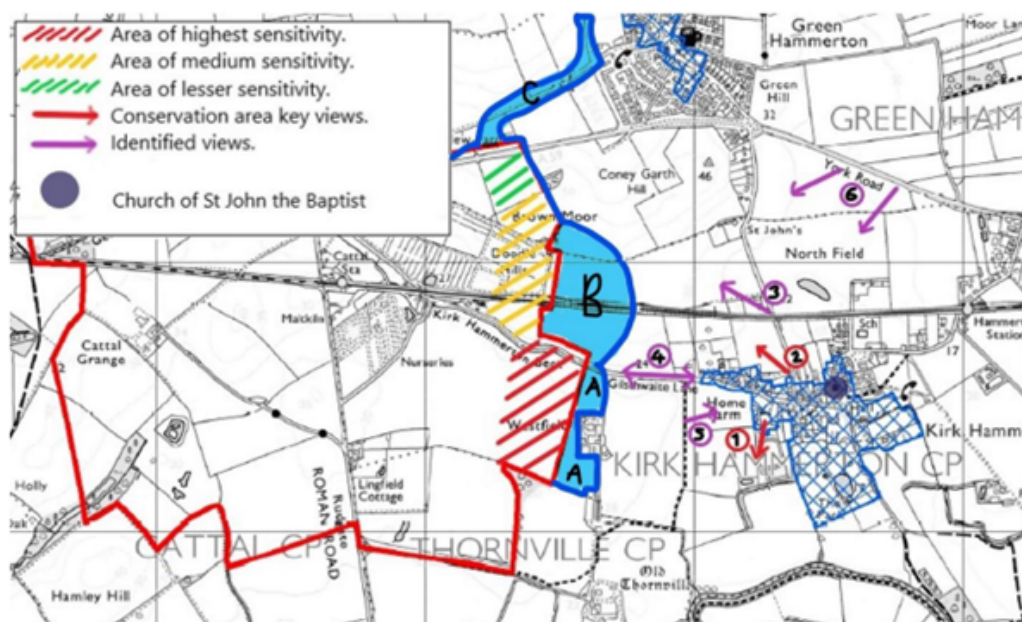
Main Modifications Consultation 2

2.11 The proposed modifications do not change the previous SA conclusion.

- 2.12** Overall, the DPD and the accompanying climate change strategy is predicted to result in significant positive effects on the climate change mitigation objective, as it seeks to minimise the contribution the new settlement will make towards exacerbating climate change and make the settlement resilient in the long term from changes in climate. The measures proposed are much more proactive than the Local Plan on its own, and therefore the baseline position is likely to improve.

Objective 5: Protect, enhance and manage the character, function and enjoyment of the historic environment

- 2.13** It is considered that the proposed modifications change the overall conclusion to likely minor negative effects rather than potential minor effects. Whilst there remain policies to protect and enhance heritage assets and mitigate negative impacts, the modifications proposed include an amended boundary which increases the developable area to the east which has the potential to impact on a number of identified heritage assets and their setting. The modification also reduces the area designated as Strategic Green Gap on the eastern edge of the settlement which was proposed in part to protect the distinctive rural character of existing villages and ensure that there is no harm to the Kirk Hammerton or Green Hammerton Conservation Areas.
- 2.14** For clarity, the proposed areas of change are sketched onto the map analysis below which is taken from the [Heritage Impact Assessment \(HIA\)](#) and shows areas of differing sensitivity. The impacts of the proposed modification to the boundary in terms of specific heritage assets are considered below.



2 Main Modifications Consultation

2.15 Area A

2.16 The boundary line as shown in the Submission Draft DPD is located to the west of the Westfield property. In the proposed modification, the line is brought eastwards to meet the lane of Westfield. This may result in potential impacts to the setting of Kirk Hammerton Conservation Area and Old Thornville.

2.17 Potential impacts to the setting of Kirk Hammerton Conservation Area

2.18 In the HIA, the part of the new settlement that is located to the west of Westfield is identified as an 'area of highest sensitivity' in relation to the setting of Kirk Hammerton Conservation Area (map analysis, page 8). The HIA explains the potential impacts:

2.19 *'2.17 Although a key view is not identified in the CACA, here the experience of the conservation area in the rural surroundings may be affected by the introduction of development. The way in which this is experienced will change when travelling along Parker Lane [note: this should read as Gilsthwaite Lane] (the view can be considered as a dynamic view).*

2.20 *2.18 The positioning of built form close to the edge of the Development area may give rise to views of houses or rooftops from the edge of the conservation area, the extent depending on building position / topography and height/scale (and may change depending on the time of year, relating to tree leaf).*

2.21 *2.19 However, the setting back of buildings from the boundary will reduce the potential for visual impact. This assessment is supported by the results of The Conservation Area Views Study by Gillespies and commissioned by Harrogate Borough Council (January 2019) that identified there would be no impact of this view when assessing a Development boundary drawn further to the west.'*

2.22 Therefore, if built form were to be introduced in the land surrounding Westfield (that would fall within the revised boundary), there is a high potential that this would be visible from the edge of the conservation area and also as one travels along Gilsthwaite Lane, affecting both its setting and wider setting due to the change to the rural context. This would result in an increased impact over and above the current new settlement boundary.

2.23 However, the revised proposed development framework shows a building line that is set back to the west of Westfield (no further forward than the existing boundary line) and therefore this will limit / minimise the impact of the boundary change – this will both be in terms of impact on the setting of Kirk Hammerton Conservation Area and Old Thornville: However, if built form is proposed within area A, the level of impact would be higher.

2.24 Potential impacts to the setting of Old Thornville

2.25 The southern part of Area A may lead to potential impacts on the setting of Old Thornville. The HIA identified the area of land to the southwest of Westfield as being an 'area of highest sensitivity' (map analysis, page 25). It recommended that development is avoided in this area to limit the introduction of urban/suburban forms of development in the rural setting of the heritage assets.

2.26 As described above, the revised development framework shows a building line that is set back to the west of Westfield (no further forward than the existing boundary line) and therefore this will limit / minimise the impact of the boundary change.

2.27 The revised indicative development framework also shows safeguarded land for a secondary school brought closer to the settlement boundary on the southeastern boundary. The level of impact here will be dependent on the detailed design of any development. Policy NS16

Main Modifications Consultation 2

includes specific considerations for Old Thornville (and other designated heritage assets) to ensure that design minimises impact to the setting (and therefore significance) of the heritage assets.

2.28 Area B

2.29 With the boundary line brought further towards Kirk Hammerton, there will be increased impacts on the setting of the conservation area in views from/along Parker Lane and Gilsthwaite Lane (note: the view from Parker Lane at the conservation area edge is a key view).

2.30 In addition, there may be potential for development to be apparent on approach from the east, along the A59, due to the rise of the land at Doodle Hills. If so, this may have landscape and coalescence impacts but there may also be a level of impact on setting.

2.31 Within the HIA, overall summaries of impact for the significance of Kirk Hammerton Conservation Area and Old Thornville were provided. It is considered that the level of impact would remain within those categories, but with potential for the overall scale of impact on significance to fall at a higher level within the existing minor – moderate level.

2.32 Area C

2.33 This introduces an indicative route for road access into an area of land beyond the existing boundary line and in a location that may result in impacts to the setting of the Green Hammerton Conservation Area.

2.34 Whilst this does not involve built form (buildings), the Highways installations could serve to erode the rural context of the village and this could have a consequential harmful impact on the setting of the conservation area. It is not considered that the proposed road would affect key views and overall and therefore this would be of a low level of harm to setting.

2.35 The proposed modifications change the previous SA which concluded;

2.36 *Overall, despite there being sensitive heritage assets within the new settlement area, the plan policies seek to avoid and mitigate negative effects whilst making a positive use of buildings and assets that have local historic importance. This should help to ensure that significant negative effects are avoided. Therefore, overall only potential minor negative effects are predicted.*

2.37 It is considered that proposed modifications change the overall conclusion to likely minor negative effects rather than potential minor effects.

2.38 In reaching this revised conclusion it is noted that detailed policies are proposed to conserve and enhance heritage assets, ensuring that design minimises impact to their setting and significance. It is also noted that whilst the proposed modifications decrease the area designated as Strategic Green Gap, this does not lead to full coalescence or significant negative impacts on the Kirk Hammerton or Green Hammerton Conservation Areas.

Objective 6: Ensure that development protects and complements important landscape features whilst retaining a rural character

2.39 The main modifications which include modifications to the boundary to the east reduce the strategic green gap.

2.40 A strategic gap was arrived at and justified for Option 3, with the area identified being the minimum requirement to protect the landscape setting of the surrounding villages of Kirk Hammerton, Green Hammerton and Thornley. The strategic gap would ensure that

2 Main Modifications Consultation

intervisibility between the villages and the new settlement at Maltkiln was avoided and that there would not be the appearance of coalescence between settlements from viewpoints which included the edges of these villages and public rights of way. The boundary changes make incursions into the strategic gap which include an area to the south east which would bring development and a peripheral road closer to Kirk Hammerton and just south of the A59 on the higher ground of Doodle Hills which is very visible from the surrounding landscape. A further incursion north of the A59 to provide an link road would also introduce a urbanising influence into the strategic gap which currently does not sit beyond the crest of the hill and existing hedgerow and would therefore be visible from the footpath between Green Hammerton and Whixley and from the edges of Green Hammerton.

- 2.41** Further belts of screen planting may help to mitigate these effects but may also reduce the amenity of longer views, and the balance of landscape features – for example planting on Doodle Hills will take away the open view of this hill which is a rare and distinctive feature in this landscape. Screen planting to curved peripheral roads within the strategic gap may also look unnatural and uncharacteristic within the landscape context of the site if not considered carefully – highlighting urbanised features rather than the existing field pattern for example. The significant landscape and visual negative effects identified for Option 3 are therefore likely to be worse to a degree and mitigation measures may also have a negative impact on landscape character and need to be balanced with the negative visual effects of keeping views open.
- 2.42** **The proposed modifications do not change the previous SA conclusion.**
- 2.43** Overall, the Plan is likely to reduce the significance of negative effects that might otherwise occur as a result of large scale development in this location. As such, likely minor negative effects are predicted.

Objective 7: Minimise the avoidable loss of the most valuable soils and agricultural land

- 2.44** The main modifications proposed including that to the boundary would reduce the proposed Strategic Green Gap to the east increasing the developable area and resulting in the loss of agricultural land. The remaining land within the safeguarded Strategic Green Gap would, under Policy NS2, support the use of this land for agricultural purposes, as before. The Strategic Green Gap, while modified, could still help to reduce the magnitude of negative effects in terms of soil resources.
- 2.45** **The proposed modifications do not change the previous SA conclusion.**
- 2.46** Local Plan Policy NE8 requires the masterplanning of larger sites to be informed by agricultural land classifications surveys with the aim of minimising any loss. Whilst detailed surveys are not available to inform this appraisal, the new settlement broadly overlaps with Grade 2 agricultural land. The indicative masterplan safeguards land to the east of the new settlement as a strategic green gap. Policy NS2 supports the use of this area for agricultural purposes, although it is unclear if this falls within Grade 2 or 3 land, and if at the detailed planning stage if the land will be safeguarded for agricultural use. Nevertheless, it could help to reduce the magnitude of negative effects in terms of soil resources. Therefore, overall minor negative effects are predicted.

Objective 8: Protect and enhance the quality of water courses, ground and surface water quality

- 2.47** The main modifications proposed including the additional land, includes additional text to emphasise that the Green Blue Infrastructure strategy provides an opportunity for water quality improvements.

Main Modifications Consultation 2

2.48 The proposed modifications do not change the previous SA conclusion.

2.49 Overall, positive effects are predicted in the long term, as the DPD supports the comprehensive delivery of green and blue infrastructure including SuDS, water ponds and other waterbodies to manage increased demand for waste water and drainage in a sustainable way that also safeguards water quality. There could be short term impacts on water quality associated with construction, but it is expected that these impacts would be dealt with through the development process. There will be an increase in water use in absolute terms, but this is already set out in the Local Plan through the commitment to a new settlement. Therefore, the effects of the DPD are considered to be neutral rather than negative. The DPD also explicitly requires new development to exceed current standards with regards to water use/efficiency, which should contribute to positive effects with regards to water usage.

Objective 9: Provide everyone with the opportunity to live in good quality affordable housing which meets the needs of occupiers throughout their life

2.50 Modifications to the DPD including the boundary do not affect this Objective. The DPD will continue to meet the objectives outlined above and have a significant positive effect.

2.51 The proposed modifications do not change the previous SA conclusion.

2.52 In terms of enhancing housing provision in existing communities, it is expected that the new Settlement will deliver a more balanced housing offer within the immediate vicinity of the existing villages, including a wider mix of housing types and sizes, tenures and homes with more potential for adaptation (scope for expansion or adaptation can be limited within Conservation Areas for example). Existing communities in nearby villages will also benefit from an increased local provision of affordable housing. Overall, a significant positive effect is predicted.

Objective 10: Protect and improve the health and well-being of residents by enhancing the quality and accessibility of open space, facilities for recreation and health

2.53 The modifications proposed to the DPD including the proposed modification to the boundary to include additional land does not change the initial assessment.

2.54 The proposed modifications do not change the previous SA conclusion.

2.55 Overall, significant positive effects are predicted for health and wellbeing, as the DPD seeks to secure the provision of new health, community and social infrastructure, as well as a coherent range of sport, recreational, open spaces, parks and green infrastructure in accessible locations.

Objective 11: Reduce the need to travel and support a modal shift to active and sustainable modes of travel such as walking, cycling and public transport

2.56 The modifications proposed to the DPD including the amendment to the boundary to include additional land within the allocation do not change the initial assessment.

2.57 The proposed modifications do not change the previous SA conclusion.

2.58 Overall, the DPD is predicted to have a significant positive effect in terms of transportation. In particular, most new communities would have very good walking, cycle and bus access to rail, local employment and local facilities and services including a new local centre and to existing settlements nearby. This is also predicted to benefit existing communities from the provision of improved access into the new settlement area and its new service provision

2 Main Modifications Consultation

including community facilities and a park and ride option at Cattal Station. Local car trips are likely to arise but the DPD sets out a comprehensive range of safe and convenient alternative options to help offset this.

Objective 12: Support and maintain a strong and sustainable local economy

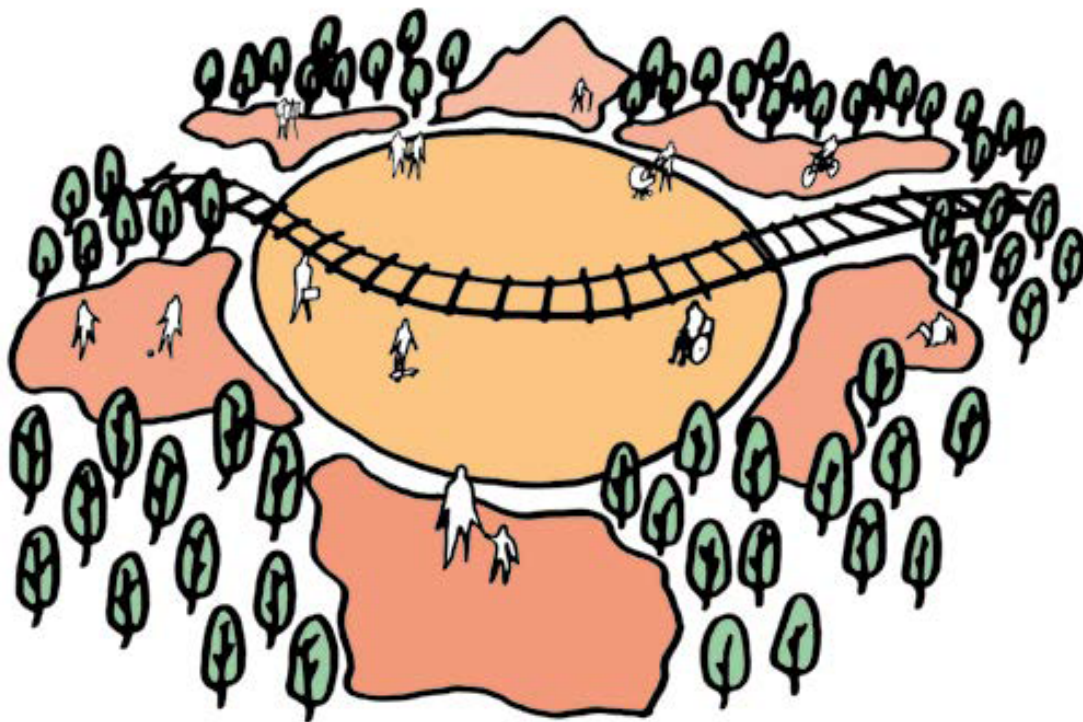
- 2.59** The modifications proposed to the DPD including an amendment to the boundary to include additional land within the allocation does not change the initial assessment.
- 2.60** **The proposed modifications do not change the previous SA conclusion.**
- 2.61** The new settlement will require the re-location of the existing nursery business at Cattal and result in some loss in farming activity (from the change in land use). This will result in some effects on the existing rural economic activity, but this is not anticipated to be significant given the economic benefits of the new settlement in terms of wider employment opportunities. These effects are also pre-established through Policy DM4 of the Local Plan. Moreover, it is likely that increased population in the area will create demand for the diversification of rural economies.

Conclusion 3

- 3.1** The main and additional modifications proposed during the Examination in Public have been assessed against the Sustainability Appraisal Framework. As shown above, the proposed modifications have not resulted in changes to the Sustainability Appraisal assessment for the majority of objectives. The exception to this is in relation to the heritage objective to "protect, enhance and manage the character, function and enjoyment of the historic environment". In this instance, it is considered that the proposed modifications change the overall conclusion to likely minor negative effects rather than potential minor effects. This impact was already acknowledged in the overall Sustainability Appraisal conclusion, and therefore remains as follows:
- 3.2** Overall, the Plan is predicted to have mostly positive effects, particularly in relation to socio-economic factors. Though the new settlement is 'committed' through the Local Plan, the DPD adds detail that should ensure that significant positive effects arise. The approach to housing and employment growth provides clarity on how development would be supported, which ought to ensure that significant positive effects are realised in relation to housing and employment. Likewise, a range of community facilities are identified in locations that should encourage healthy lifestyles and active travel. The focus of development and the local centre around Cattal railway station will further support modal shift, which is significantly positive.
- 3.3** Significant positive effects are also predicted in relation to flood risk and climate change, as there is a clear emphasis on the provision of green and blue infrastructure, and contributing to climate change mitigation / resilience.
- 3.4** There are some environmental sensitivities associated with the new settlement area, and so negative effects are unavoidable for some SA topics. For example, landscape character will be affected in a rural setting and several heritage assets will be affected by a large-scale change in land use. However, the DPD seeks to mitigate effects through layout and specific identification of areas of open space and green infrastructure corridors. Given that the new settlement area is already established through the Local Plan, these measures help to reduce the severity of effects somewhat.
- 3.5** Potential significant negative effects were identified in relation to biodiversity at the issues and options stage, but the Plan policies respond by explicitly identifying mitigation measures. In particular, pressure on the Aubert Ings SSSI ought to be managed through the creation of new high quality areas of recreational land. There is also a requirement to implement biodiversity net gain, and so overall the residual effects on biodiversity are considered to be minor.
- 3.6** For completeness the Submission Update and Regulation 19 Sustainability Appraisal 2022 reports follow. These reports, along with this update, forms the Sustainability Appraisal Main Modifications Report.

Appendix

New Settlement (Maltkiln) Development Plan Document (DPD)



Submission Draft Sustainability Appraisal

February 2024

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Sustainability Appraisal Submission

Introduction 1

- 1.1** The Regulation 19 New Settlement (Maltkiln) Sustainability Appraisal Report was prepared and published in June 2022 by AECOM on behalf of Harrogate Borough Council and formed part of the Regulation 19 consultation in October 2022.
- 1.2** On the 1 April 2023 North Yorkshire Council was formed which assumed responsibility for administering the area previously administered by North Yorkshire County Council and the district councils of Harrogate, Craven, Hambleton, Richmondshire, Ryedale, Scarborough and Selby. The Regulation 19 consultation was held prior to the formation of North Yorkshire Council.
- 1.3** This Submission update provides an assessment against the SA Objectives of the key issues received to the Regulation 19 SA report and the Proposed Modifications to the whole DPD to establish whether the conclusions of the SA June Report still stand.
- 1.4** For completeness the Regulation 19 SA 2022 report follows. Both this Regulation 19 report and the Submission update forms the SA Submission Report.

2 Regulation 19 Consultation

2.1 The following table identifies the key issues raised to the Sustainability Report at Regulation 19 and the council's response.

Key Issue	Council Response	Action
The SA scoping report was prepared in 2018 and the appraisal was supported by this. This is out of date.	SA is an iterative process. Scoping is an early stage to determine key issues and methods for appraisal. The Council prepared and consulted on the scope of the SA as required by regulations. The scope of the SA was reviewed at key stages of appraisal to ensure that the key issues and messages remained valid. There is no requirement to keep publishing a new scoping report though. Whilst the scoping report was published several years prior to the SA Report, this does not make the process deficient. The information in the scoping report did help to inform appraisals, but information was also drawn from up to date sources such as GIS data, national data sources and technical evidence studies.	No amendment
The three options were appraised in the SA Report 2022. This makes it out of date as the scoping report was prepared in 2018	For clarity, the three concept options were appraised in support of an interim SA Report in 2020 (a voluntary stage of the SA process). The findings were reviewed and set out in the final SA Report in 2022	No amendment
An additional round of consultation should have been undertaken to explore options for settlement boundary options	There are two elements to this issue. Firstly is the question of whether further options should have been tested with regards to the exact configuration of development sites. Second is whether additional consultation should be carried out to report on such an interim stage. The Council consider it unnecessary to appraise variations of settlement boundaries in the SA. SA is a strategic document, and alternatives should be reasonably distinct to allow for a meaningful appraisal process. In this respect, it is considered that additional consultation is also unnecessary. Furthermore, consideration of these issues could have been set out through the Reg19 consultation and full SA Report if deemed necessary	No amendment
This document is inadequate and doesn't provide sufficient evidence to support the DPD. Examples: ● The Options Appraisal of the 3 alternative sites lacks depth. Following a cursory analysis, it concludes that the difference between the sites is minimal. This should have prompted a closer examination to establish if the recommendation	SA is an iterative process. Scoping is an early stage to determine key issues and methods for appraisal. The Council prepared and consulted on the scope of the SA as required by regulations. The scope of the SA was reviewed at key stages of appraisal to ensure that the key issues and messages remained valid. There is no requirement to keep	No amendment

Regulation 19 Consultation 2

Key Issue	Council Response	Action
of Option 3 was correct, but this was not done and the analysis contains little by way of supporting detail - No proper analysis has been carried out of Options 1 or 2. This is clear from the SA itself. It is confirmed by the HBC project team, who told the Liaison Group on several occasions that they had been instructed to do no further work on either option and that only Option 3 was being investigated in any detail. This invalidates the SA, because there has been no genuine options appraisal and indicates that a decision had already been taken regardless of the objective merits of each option. Note that the SA 'score' in the 'Appraisal of the Concept Options' Objective 5 (p 29) is in error. When corrected, Option 1 becomes the least-worst in terms of the SA scoring. (Only 1 'Red', whereas Option 3 has 2 reds.) (See Pic, with the corrected score.)  Picture 2.1 The 'SEA' is an Annex to the SA and underpins the validity of the DPD. The SEA is more than four years old and was prepared at the time of the Local Plan. No attempt has been made to update it. It would be unsound to adopt the DPD without commissioning an updated report. Not arguing for one option or another however, - HBC were able to use the same evidence base to justify two different preferred options - the (not fully justified? premature?) choice of Option 3 curtailed further detailed comparative analysis	publishing a new scoping report though. Whilst the scoping report was published several years prior to the SA Report, this does not make the process deficient. The information in the scoping report did help to inform appraisals, but information was also drawn from up to date sources such as GIS data, national data sources and technical evidence studies. For clarity, the three concept options were appraised in support of an interim SA Report in 2020 (a voluntary stage of the SA process). The findings were reviewed and set out in the final SA Report in 2022. In reference to SA 'score' Objective 5: which is to Protect, enhance and manage the distinctive character and appearance of the historic environment. Option 1, scored 2 'minor negative effects (potential)' which corresponds with the number in the table and compares with Option 2 which scores 3 'significant negative effects (likely)' and Option 3, which scores 1 'minor negative effects (likely)'. These numbers correspond with the numbers in the table. The SEA is dated August 2018	

2 Regulation 19 Consultation

Key Issue	Council Response	Action
• Rather than the flexible place-making solution promised in the Local Plan, the current DPD is a justification of the promoted site formerly designated as CA5 in the calls into doubt whether the SA is a sound evidential basis at this stage Accept that there will be a new settlement. Our position is that we have no way of knowing, from the evidence presented, that HBC's proposal will be the best possible placemaking solution. Until more work is done, without the pressure of an arbitrary political deadline, the DPD is unsound. (Coalition of Parish Councils)		
In terms of our area of interest, broadly endorse the evaluation of the likely impact which the Policies and proposals of the DPD might have upon the historic environment and, where an adverse effect has been identified, broadly support the proposed mitigation measures which have been proposed to reduce that harm. Suggest that a change is necessary however to Table 5.2: Monitoring the effects of the Plan. In terms of the proposed monitoring indicators relating to the Heritage SA Objective, the second bullet point should be amended to cover all designated heritage assets. Whilst clearly important, Old Thornville is not the only designated heritage asset that is likely to be affected by the development of a new settlement in this location. Therefore, the impact of development on all of these assets needs to be monitored. (Historic England)	Historic England's comments are noted. Objective 5 is to 'Protect, enhance and manage the distinctive character and appearance of the historic environment. At 4.9 Objective 5 a wide range of heritage assets are referred to including Conservation Areas, listed buildings, non-designated heritage assets. In terms of monitoring Historic England's comments are noted. At this stage, a range of indicators have been drafted, these will be finalised once the DPD is adopted, Historic England's comments will be incorporated into the monitoring framework.	Comments will feed into future work on the monitoring framework
Objective 2: Protect and enhance the function and connectivity of biodiversity habitats and species Welcome the reference to biodiversity net gain and acknowledgment of the importance of the plan area's environmental resources. In order to realise this vision and ensure the plan is based on a sound evidence base Natural England would welcome further dialogue to check our understanding of the approach to the provision of informal recreation space. (Natural England)	Confirm Natural England will be consulted on any future stages of the new settlement and planning applications.	No amendment

Regulation 19 Consultation 2

Key Issue	Council Response	Action
Objective 7: Minimise the avoidable loss of the most valuable soils and agricultural land Natural England notes that some of the land within the plan area might be classified as BMV land. Note that there is no specific reference to the loss of Best and Most Versatile (BMV) agricultural land as a key issue, but Plan Policy NE8 does consider the best use of land. Welcome the consideration given to avoid the loss of this land and therefore suggest a sub objective under this objective, such as “Avoidance of the loss of best and most versatile agricultural land.” Soil and Agricultural Land Quality The Local Plan should give appropriate weight to the roles performed by the area’s soils. These should be valued as a finite multi-functional resource which underpin our well-being and prosperity. Decisions about development should take full account of the impact on soils, their intrinsic character and the sustainability of the many ecosystem services they deliver. The 25 Year Environment Plan (25YEP) sets out government action to help the natural world regain and retain good health, including highlighting the need to: • protect the best agricultural land • put a value on natural capital, including healthy soil • ensure all soils are managed sustainably by 2030 • restore and protect peatland Soil is a finite resource which plays an essential role within sustainable ecosystems, performing an array of functions supporting a range of ecosystem services, including storage of carbon and water, the infiltration and transport of water, nutrient cycling, a buffer against pollution and provision of food. In order to safeguard soil resources as part of the overall sustainability of the development, it is important that the soil resource is able to retain as many of its important functions as possible. This can be achieved through careful soil management and appropriate, beneficial soil re-use, with consideration on how any adverse impacts on soils can be avoided or minimised.	Objective 7 is to 'Minimise the avoidable loss of the most valuable soils and agricultural land'; all options were recorded as 'minor negative effects' Natural England's comments and recommendations for a sub-objective are noted. The Reg 19 Sustainability Appraisal (SA) and Reg 18 Interim SA (Oct 2020) both note that growth of this scale in this broad location is committed within the draft Local Plan and in the context of agricultural land resources across the Borough and in the wider area, the effects are not considered to be significant. Any future planning application will be considered against the policies in the adopted Harrogate District Local Plan which includes Policies NE8 which protects the best and most versatile and the DPD policies. Natural England will be consulted on any future stages of the new settlement and planning applications	No amendment

2 Regulation 19 Consultation

Key Issue	Council Response	Action
The conservation and sustainable management of soils is reflected in the National Planning Policy Framework (NPPF), particularly in paragraph 174. When planning authorities are considering land use change, the permanency of the impact on soils is an important consideration. Particular care over planned changes to the most potentially productive soil is needed, for the ecosystem services it supports including its role in agriculture and food production. Plan policies should therefore take account of the impact on land and soil resources and the wide range of vital functions (ecosystem services) they provide in line with paragraph 174 of the NPPF. (Natural England)		
Objective 10: Protect and improve the health and wellbeing of residents by enhancing the quality and accessibility of open space, facilities for recreation and health Natural England notes and welcomes the reference to ANGST but advise that this objective should more clearly seek “to deliver a multifunctional green infrastructure (GI) network which enhances the provision of recreational resources, and avoid impacts on the quality and extent of existing recreational assets, such as formal or informal footpaths”. Delivery of a GI network would help to achieve objective Policy NS3, improve residents access to nature, whilst simultaneously preventing and reducing the impacts of climate change by encouraging sustainable travel. Evidence and advice on green infrastructure can be found on the Natural England Green Infrastructure web pages. Recommend the Green Infrastructure Partnership as a useful source of information when creating and enhancing GI. Natural England also recommends that in this location large developments include green space that is proportionate to its scale to minimise any predicted increase in recreational pressure to designated sites, by containing the majority of recreation within and around the developed area. The Suitable Accessible Natural Green Space (SANGS) guidance can be helpful in designing this (also attached alongside this letter). Green infrastructure design should seek to achieve the Natural England Accessible Natural Greenspace Standards, including the minimum standard of	Objective 10 is to protect and improve the health and wellbeing of residents by enhancing the quality and accessibility of open space, facilities for recreation and health. Natural England’s comments are noted. The DPD policies build on the policies in the Local Plan and seek to improve resident’s access to nature. DPD Chapter 6 Green and Blue Infrastructure includes policies requiring a Green Blue Infrastructure Strategy, a Biodiversity Net Gain Strategy and open space and sport provision and measures to protect Aubert Ings SSSI. Natural England will be consulted on any future stages of the new settlement and planning applications.	No amendment

Regulation 19 Consultation 2

Key Issue	Council Response	Action
2ha informal open space within 300m of everyone's home. As a minimum, advise that such provisions should include: • High-quality, informal, semi-natural areas • Circular dog walking routes of 2.7 km² within the site and/or with links to surrounding public rights of way (PRoW) • Dedicated 'dogs-off-lead' areas • Signage/information leaflets to householders to promote these areas for recreation • Dog waste bins • Long term maintenance and management of these provisions To provide adequate mitigation, onsite GI should be designed to provide a multifunctional attractive space of sufficient size to reduce frequent visits to designated sites. It should facilitate a variety of recreational activities whilst supporting biodiversity (Natural England)		
Monitoring indicators - as set out in Planning Practice Guidance, you should be monitoring the significant environmental effects of implementing the current local plan. This should include indicators for monitoring the effects of the plan on biodiversity. The proposed "Potential indicators for monitoring purposes" are largely driven by factors other than the plan's performance. They are thus likely to be of little value in monitoring the performance of the Plan. It is important that any monitoring indicators relate to the effects of the plan itself, not wider changes. Bespoke indicators should be chosen relating to the outcomes of development management decisions. Whilst it is not Natural England's role to prescribe what indicators should be adopted, the following indicators may be appropriate. Biodiversity: • Number of planning approvals that generated any adverse impacts on sites of acknowledged biodiversity importance. • Percentage of major developments generating overall biodiversity enhancement.	At this stage, a range of monitoring indicators have been drafted, these will be finalised once the DPD is adopted, Natural England's suggestions of monitoring indicators are noted and will feed into the monitoring framework.	Comments will feed into future work on the monitoring framework

2 Regulation 19 Consultation

Key Issue	Council Response	Action
• Hectares of biodiversity habitat delivered through strategic site allocations. Green infrastructure: • Percentage of the neighbourhood plan area's population having access to a natural greenspace within 400 metres of their home. • Length of greenways constructed. • Hectares of accessible open space per 1000 population (Natural England)		
Welcome the objective (8) on protecting and enhancing the quality of watercourses, ground and surface water quality. Paragraphs 4.12.2 and 5.9.2 suggest that the creation of the settlement will improve groundwater quality. Understand the point being made here, we disagree with this statement as it suggests that there will be minor positive effects to groundwater quality through the creation of this settlement is misleading. The termination of farming on the proposed site for the settlement may lead to reduced nitrate inputs to the environment, however the potential pollutants released from the urbanisation of this land are likely to be more significant than any potential benefits. Paragraph 4.12.1 and 4.12.4 makes reference to potential pollution incidents during the construction phase of the development. We have concerns that this potential risk hasn't been given enough consideration in the DPD. Paragraph 4.12.1 states that water quality may be affected by development of the new settlement in a number of different ways and there could be impacts at construction stage, changes in surface water run-off and development that disturbs the groundwater aquifers which could be either positive or negative. We would like to remind you that it is an offence to cause pollution of watercourses and adequate measures should be incorporated in the construction phase to prevent this. The requirement for appropriate mitigation measures to be in place during the construction phase to not cause pollution to watercourse (given the above circumstances) should be included within the DPD and referenced within the SA. (Environment Agency)	The EAs comments on Objective 8 are noted. Objective 8 is to protect and enhance the quality of watercourses, ground and surface water quality. The Environment Agency's comments are noted. Local Plan Policy NS2 refers to water quality and requires developers to undertake a thorough risk assessments of the impact of proposals on surface and groundwater systems considering appropriate avoidance measures before incorporating appropriate mitigation measures where necessary. This has been discussed with the Environment Agency. DPD Policy NS11 requires the design and development of proposals to be based on a detailed site-specific flood risk assessment, along with a drainage strategy which incorporates sustainable drainage systems (SuDs). Drafted in collaboration with the Env Agency. Further supporting text is proposed for the DPD, as such the DPD addresses these concerns.	No amendment

Regulation 19 Consultation 2

Key Issue	Council Response	Action
	The Environment Agency are a statutory consultee and will be consulted on any future stages of the new settlement and planning applications.	
Paragraph 3.2.3 - Water Resource states that there is surface and groundwater availability and also water extraction maybe possible. Water is available at the site, however, any abstraction from surface water above the 20m3/d exemption is highly likely to have a Hands of Flow (HoF) restriction to protect downstream flows at Naburn. This is reflected in the Abstraction Licence Strategy (ALS) document available on gov.uk. Please note this online document is from 2013 and is in the process of being updated. The Environment Agency hold more up to date information on water availability. The same comment applies to Section 8 of the SEA. (Environment Agency)	The Environment Agency's comments on water resources within Chapter 3 The Scope of the SA and Section 8 of the SEA are noted. The Infrastructure Delivery Plan includes a section on water infrastructure to include both the supply of clean water and the treatment of wastewater. Discussions are on-going with Yorkshire Water. The Environment Agency are a statutory consultee and will be consulted on any future stages of the new settlement and planning applications.	No amendment
The sustainability statement reflects too much on the selection and differences between the three proposed options and does not properly evaluate the proposed option. The observations are therefore relative to each option and do not consider the absolute impact of the proposed development. The Regulation 18 consultation identified 3 areas all within 2 miles of each other resulting in this area around Cattal to be the best of the worst locations The SEA regulations state: "Alternatives need to be sufficiently distinct to allow for a meaningful appraisal and comparison of approaches. Therefore, options with subtle differences are considered to be unreasonable." In the summary on page 4 of the sustainability appraisal it states: "The SA findings show that the options perform similarly across a range of SA topics, which is to be expected given that each involve the same broad location and scale of growth. For housing, health and wellbeing, climate change, landscape, soil, water and flood risk, each option is predicted to have broadly similar effects." All three options in the sustainability appraisal and subject to public consultation had subtle differences, and therefore as per the SEA regulations, the SA is unreasonable.	The NPPG gives guidance on strategic environmental assessment and sustainability appraisals. A sustainability appraisal is a systematic process that must be carried out during the preparation of local plans and spatial development strategies. Its role is to promote sustainable development by assessing the extent to which the emerging plan, when judged against reasonable alternatives, will help to achieve relevant environmental, economic and social objectives. Sustainability appraisals incorporate the requirements of the Environmental Assessment of Plans and Programmes Regulations 2004 (commonly referred to as the 'Strategic Environmental Assessment Regulations' SEA). Sustainability appraisal ensures that potential environmental effects are given full consideration alongside social and economic issues. Strategic environmental assessment considers only the environmental effects of a plan, whereas sustainability appraisal considers the plan's wider economic and social effects in addition to its potential environmental impacts.	No amendment

2 Regulation 19 Consultation

Key Issue	Council Response	Action
The Reg 18 consultation was not methodical or balanced in its appraisal by the Council, there was a lack of detail for options 1 and 2. A planning inspector for the local plan already made it clear the new settlement should not be an expansion of one of these villages. See paragraph 27 in the Planning Inspectors Report dated 30th January 2020, it stated "It [Policy DM4] will also need to address very carefully the implications of the new settlement for nearby villages, having regard to the degree to which the new settlement is just that, rather than being merely an extension of an extant settlement". Options 1 and 2 would have effectively combined Kirk Hammerton, Green Hammerton and the new settlement into a new big town. Recommend the comments to the reg18 consultation are read thoroughly and the planning inspector considers if Regulation 18 was legal and inline with regulations, in particular if broad and distinct areas were selected to consult against. The sustainability appraisal fails to address the limitations of the location	The NPPG gives further guidance and states that the sustainability appraisal needs to consider and compare all reasonable alternatives as the plan evolves, including the preferred approach, and assess these against the baseline environmental, economic and social characteristics of the area and the likely situation if the plan were not to be adopted. In doing so it is important to: • outline the reasons the alternatives were selected and identify, describe and evaluate their likely significant effects on environmental, economic and social factors using the evidence base (employing the same level of detail for each alternative option). Criteria for determining the likely significance of effects on the environment are set out in schedule 1 to the Environmental Assessment of Plans and Programmes Regulations 2004; • as part of this, identify any likely significant adverse effects and measures envisaged to prevent, reduce and, as fully as possible, offset them; • provide conclusions on the reasons the rejected options are not being taken forward and the reasons for selecting the preferred approach in light of the alternatives Any assumptions used in assessing the significance of the effects of the plan will need to be documented. Reasonable alternatives are the different realistic options considered by the plan-maker in developing the policies in the plan. They need to be sufficiently distinct to highlight the different sustainability implications of each so that meaningful comparisons can be made. The development and appraisal of proposals in plans needs to be an iterative process, with the proposals being revised to take account of the appraisal findings. The three concept options were appraised in support of an interim SA Report in 2020 (a voluntary stage of the SA process). The findings were reviewed and set out in the final SA Report in 2022. The Council is satisfied the work carried out adequately meets both the SA and SEA requirements.	

Regulation 19 Consultation 2

Key Issue	Council Response	Action
Objective 9: Provide everyone with the opportunity to live in good quality, affordable housing.. This cannot possibly now score “significantly positive effects” with an affordable housing ratio of 20%	As set out above the SA is a process for appraising the effects of a draft plan in relation to economic, social and environmental factors. The policies within the DPD seek to deliver a range of house types, tenure and sizes, including affordable housing, to respond to local housing needs.	No amendment
Objective 10: Protect and improve the health and wellbeing of residents... All the villages currently have a play area, football fields, cricket pitches. The only reason this new settlement area doesn't is because there is currently nothing there. This new settlement is not enhancing quality and accessibility of open space, facilities for recreation and health. It does not propose a new leisure centre, a swimming pool, a gym, a climbing wall, indoor sports facilities. How this could be described as a significant positive effect, there is nothing here that is a significant improvement on what is already in this area	As set out above the SA is a process for appraising the effects of a draft plan in relation to economic, social and environmental factors. The policies within the DPD would ensure new sports, open space and recreational facilities to cater for the needs arising from the development	No amendment
Objective 11: Reduce the need to travel... This assessment fails to address the limited capacity issue of the train service. It states “the increased population should also provide opportunities to improve the provision of public transport from increased frequency and new services”. The train line has large sections of single track, it is running at maximum frequency, without a huge rail infrastructure project, which would be very welcome in the area, is highly unlikely to materialise by the end of this development due to a lack of public funds and other infrastructure demands across the country. How likely is the Government and Network Rail going to fund improving the track to two tracks all the way along this route? This sustainability appraisal is based on wishful thinking, rather than facts	As set out above the SA is a process for appraising the effects of a draft plan in relation to economic, social and environmental factors. The policies within Chapter 10 of the DPD are in line with NPPF (July 2021) which outlines that new developments should promote sustainable transport. The Council has had and will continue to have active dialogue with both Network Rail (and the train operator where appropriate). No significant capacity issues have been identified.	No amendment
Objective 12: Support and maintain a strong and sustainable local economy 5 hectares of employment land - how many jobs does this equate to? What types of employment opportunities will be available? Does the Council know of any business that want to create employment opportunities in this area other than the builders? Many of the businesses listed in the area are low income jobs. New jobs will be	As set out above the SA is a process for appraising the effects of a draft plan in relation to economic, social and environmental factors. The policies within the DPD require 5ha of employment land which will help support the new settlement.	No amendment

2 Regulation 19 Consultation

Key Issue	Council Response	Action
created for a supermarket and nursery, both of which are low paid. New homes being built in Green Hammerton are being sold in excess of £400,000, where are the jobs coming from that people will need to buy in the new settlement? Noting here that viability suggests only 20% of the houses built will be affordable homes		
The sustainability appraisal is unbalanced and has little factual analysis on the differences between the natural sink for rainwater of agricultural land against very loose Suds proposals, though comes to a conclusion of positive benefit. There is much comment on how impacts could be reduced, but these are not costed or included in the conditions of the planning proposal, there is no assurance that the proposed measures will be enforced on the developer.	See response to EA comments above. Local Plan Policy NS2 refers to water quality and requires developers to undertake a thorough risk assessments of the impact of proposals on surface and groundwater systems considering appropriate avoidance measures before incorporating appropriate mitigation measures where necessary. DPD Policy NS11 requires the design and development of proposals to be based on a detailed site-specific flood risk assessment, along with a drainage strategy which incorporates sustainable drainage systems (SuDs).	No amendment
The sustainability document does not have any assessment of the impact of phosphorous, nitrate, priority chemicals, EDC's., microplastics which will be discharged into the River Nidd from the wastewater treatment works which will be required (estimated 1.2million litres/day), the report destination of sewage from the development still has a "?" and hence the documentation and analysis is incomplete and no costed and hence unsound. The river Nidd is an important tributary for spawning salmon and trout and has recently had a weir removed to improve the migration of fish, pollution of the lower reaches of this river arising from this development, particularly during low flows and high temperatures observed this summer and could have a significant impact on the river habitat, an assessment of this has not been considered, the wastewater question remains unanswered and the proposals incomplete and deficient.	See response to EA comments above. Local Plan Policy NS2 refers to water quality and requires developers to undertake a thorough risk assessments of the impact of proposals on surface and groundwater systems considering appropriate avoidance measures before incorporating appropriate mitigation measures where necessary. DPD Policy NS11 requires the design and development of proposals to be based on a detailed site-specific flood risk assessment, along with a drainage strategy which incorporates sustainable drainage systems (SuDs).	No amendment

Table 2.1 Key issues raised and Council's response

- 2.2** The further assessment concludes that the key issues raised do not require any submission changes to be made to the existing Sustainability Appraisal report or its conclusions.

Proposed Modifications 3

3.1 All the responses received to the New Settlement (Maltkiln) DPD Regulation 19 consultation DPD were analysed, key issues identified and if necessary, modifications proposed. A Schedule of Proposed Modifications has been prepared alongside the Submission Draft of the DPD and both will be submitted for Examination.

3.2 All the Proposed Modifications have been assessed against the SA objectives and any impacts identified.

Objective	
1. To protect, conserve and enhance air quality	The proposed modifications do not change the previous SA assessment. 'Overall the DPD is predicted to lead to neutral effects with regards to air quality. Whilst increased growth will no doubt lead to poorer air quality in a largely rural area, this is unavoidable given that the area of search and development here is locked-in through the Local Plan. However, the layout of development will help to encourage modal shift, and several policies will indirectly have benefits with regards to managing air quality. Therefore, the DPD is unlikely to worsen the situation.
2. Protect and enhance the function and connectivity of biodiversity habitats and species	The proposed modifications do not change the previous assessment which is: Overall, a potential minor negative effect is predicted, as the DPD will support the growth of housing in a sensitive area in close proximity to important environmental designations and on a site area containing important habitats. However, the DPD builds upon the safeguarding measures set out in the Local Plan and provides good detailing to help mitigate potential adverse effects on all sensitive sites and achieve a biodiversity net gain. In the longer term, the effects could therefore be positive.
3. Support the resilience of the Green Hammerton/Cattal areas to flood risk	The proposed modifications do not change the previous assessment which is: Overall, it is considered that significant positive effects would arise. Despite a loss of greenspace (which is inevitable given the Local Plan allocation), the DPD should ensure that natural drainage solutions are incorporated into development and areas at risk of flooding are safeguarded for green and blue infrastructure, thus protecting existing and new communities and property from flood risk. Requirements for development to reduce flood risk and increase resilience off-site should result in a net improvement in resilience in the wider area and positively contributing to wider catchment management.

3 Proposed Modifications

Objective	
4. Contribute to climate change mitigation	The proposed modifications do not change the previous assessment which is: Overall, the DPD and the accompanying climate change strategy is predicted to result in significant positive effects on the climate change mitigation objective, as it seeks to minimise the contribution the new settlement will make towards exacerbating climate change and make the settlement resilient in the long term from changes in climate. The measures proposed are much more proactive than the Local Plan on its own, and therefore the baseline position is likely to improve
5. Protect, enhance and manage the character, function and enjoyment of the historic environment	The proposed modifications do not change the previous assessment which is: Overall, despite there being sensitive heritage assets within the new settlement area, the plan policies seek to avoid and mitigate negative effects whilst making a positive use of buildings and assets that have local historic importance. This should help to ensure that significant negative effects are avoided. Therefore, overall only potential minor negative effects are predicted.
6. Ensure that development protects and complements important landscape features whilst retaining a rural character	The proposed modifications do not change the previous assessment which is: Overall, the Plan is likely to reduce the significance of negative effects that might otherwise occur as a result of large scale development in this location. As such, likely minor negative effects are predicted.
7. Minimise the avoidable loss of the most valuable soils and agricultural land	The proposed modifications do not change the previous assessment which is: Local Plan Policy NE8 requires the masterplanning of larger sites to be informed by agricultural land classifications surveys with the aim of minimising any loss. Whilst detailed surveys are not available to inform this appraisal, the new settlement broadly overlaps with Grade 2 agricultural land. The indicative masterplan safeguards land to the east of the new settlement as a strategic green gap. Policy NS2 supports the use of this area for agricultural Harrogate New Settlement DPD Regulation 19 SA Report Prepared for Harrogate District Council AECOM 61 purposes, although it is unclear if this falls within Grade 2 or 3 land, and if at the detailed planning stage if the land will be safeguarded for agricultural use. Nevertheless, it could help to reduce the magnitude of negative effects in terms of soil resources. Therefore, overall minor negative effects are predicted

Proposed Modifications 3

Objective	
8. Protect and enhance the quality of water courses, ground and surface water quality	The proposed modifications do not change the previous assessment which is: Overall, positive effects are predicted in the long term, as the DPD supports the comprehensive delivery of green and blue infrastructure including SuDS, water ponds and other waterbodies to manage increased demand for waste water and drainage in a sustainable way that also safeguards water quality. There could be short term impacts on water quality associated with construction, but it is expected that these impacts would be dealt with through the development process. There will be an increase in water use in absolute terms, but this is already set out in the Local Plan through the commitment to a new settlement. Therefore, the effects of the DPD are considered to be neutral rather than negative. The DPD also explicitly requires new development to exceed current standards with regards to water use/efficiency, which should contribute to positive effects with regards to water usage.
9. Provide everyone with the opportunity to live in good quality affordable housing which meets the needs of occupiers throughout their life	The proposed modifications do not change the previous assessment which is :In terms of enhancing housing provision in existing communities, it is expected that the new Settlement will deliver a more balanced housing offer within the immediate vicinity of the existing villages, including a wider mix of housing types and sizes, tenures and homes with more potential for adaptation (scope for expansion or adaptation can be limited within Conservation Areas for example). Existing communities in nearby villages will also benefit from an increased local provision of affordable housing. Overall, a significant positive effect is predicted
10. Protect and improve the health and well-being of residents by enhancing the quality and accessibility of open space, facilities for recreation and health	The proposed modifications do not change the previous assessment which is: Overall, significant positive effects are predicted for health and wellbeing, as the DPD seeks to secure the provision of new health, community and social infrastructure, as well as a coherent range of sport, recreational, open spaces, parks and green infrastructure in accessible locations.
11. Reduce the need to travel and support a modal shift to active and sustainable modes of travel such as walking, cycling and public transport	The proposed modifications do not change the previous assessment which is: Overall, the DPD is predicted to have a significant positive effect in terms of transportation. In particular, most new communities would have very good walking, cycle and bus access to rail, local employment and local facilities and services including a new local centre and existing settlements nearby. This is also

3 Proposed Modifications

Objective	
	predicted to benefit existing communities from the provision of improved access into the new settlement area and its new service provision including community facilities and a park and ride option at Cattal Station. Local car trips are likely to arise but the DPD sets out a comprehensive range of safe and convenient alternative options to help offset this.
12. Support and maintain a strong and sustainable local economy	The proposed modifications do not change the previous assessment which is: The new settlement will require the re-location of the existing nursery business at Cattal and result in some loss in farming activity (from the change in land use). This will result in some effects on the existing rural economic activity, but this is not anticipated to be significant given the economic benefits of the new settlement in terms of wider employment opportunities. These effects are also pre-established through Policy DM4 of the Local Plan. Moreover, it is likely that increased population in the area will create demand for the diversification of rural economies.

Table 3.1

3.3 The Modifications as set out in the Maltkiln (New Settlement) DPD Proposed Modifications Schedule following Regulation 19 consultation have been assessed against the Sustainability Appraisal Framework as detailed in the Regulation 19 SA Report April 2022. As shown in the table above, none of the proposed modifications have led to changes to the Sustainability Appraisal assessment.

3.4 The SA conclusion from the Regulation 19 SA remains as follows:

- Overall, the Plan is predicted to have mostly positive effects, particularly in relation to socio-economic factors. Though the new settlement is 'committed' through the Local Plan, the DPD adds detail that should ensure that significant positive effects arise. The approach to housing and employment growth provides clarity on how development would be supported, which ought to ensure that significant positive effects are realised in relation to housing and employment. Likewise, a range of community facilities are identified in locations that should encourage healthy lifestyles and active travel. The focus of development and the local centre around Cattal train station will further support modal shift, which is significantly positive
- Significant positive effects are also predicted in relation to flood risk and climate change, as there is a clear emphasis on the provision of green and blue infrastructure, and contributing to climate change mitigation / resilience.
- There are some environmental sensitivities associated with the new settlement area, and so negative effects are unavoidable for some SA topics. For example, landscape character will be affected in a rural setting and several heritage assets will be affected by a large-scale change in land use. However, the DPD seeks to mitigate effects through layout and specific identification of areas of open space and green infrastructure corridors. Given that the new settlement area is already established through the Local Plan, these measures help to reduce the severity of effects somewhat, and therefore minor negative effects remain.

Proposed Modifications 3

- Potential significant negative effects were identified in relation to biodiversity at the issues and options stage, but the Plan policies respond by explicitly identifying mitigation measures. In particular, pressure on the Aubert Ings SSSI ought to be managed through the creation of two new high quality areas of recreational land. There is also a requirement to implement biodiversity net gain, and so overall the residual effects on biodiversity are considered to be minor.

3.5 For completeness the Regulation 19 SA 2022 report follows and along with this update forms the SA Submission Report.

Regulation 19 SA Report

New Settlement Development Plan Document

Regulation 19 Consultation

Sustainability Appraisal Report

June 2022

Quality information

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Non-Technical Summary

What is Sustainability Appraisal?

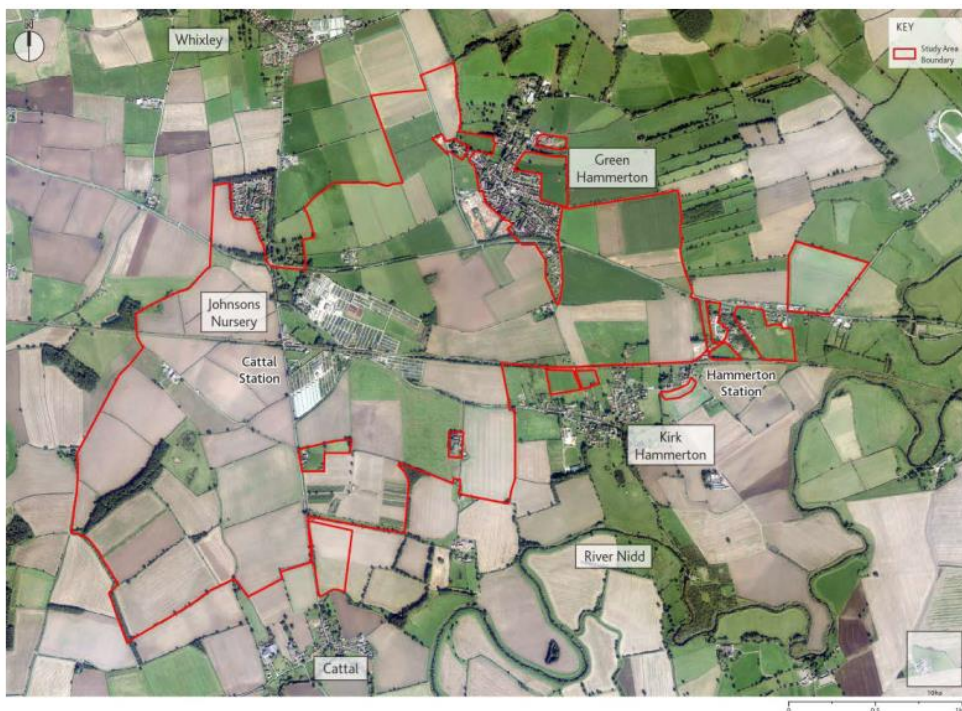
Sustainability appraisal (SA) is a process for appraising the effects of a draft plan in relation to economic, social and environmental factors. It helps to ensure that plans are prepared in a way that takes account of sustainable development.

The requirements for SA are set out in legislation, and require that certain information is presented in a report. This includes the following:

- Information about the Plan
- Scoping (baseline information and policy review)
- Assessment of alternatives
- Assessment of the plan
- Mitigation and enhancement
- Monitoring

Information about the Plan

The Harrogate New Settlement Development Plan Document is being prepared to expand on the approach outlined in Policy DM4 of the adopted Harrogate District Local Plan (2014-2035) and establish the boundary, nature and form of the New Settlement. The Plan area is outlined below.



Scoping

The scoping stage involves the collection of information relating to:

- the state of the environment in the plan area; *and*
- relevant objectives and targets set out within plans, policies and programmes.

This information allowed for a range of key issues to be identified, and to establish what topics should be the focus of the SEA. These topics then formed the basis of a SEA Framework, which is the basis for appraising the Plan (and reasonable alternatives).

The SA Objectives are listed below:

1. To protect, conserve and enhance air quality
2. Protect and enhance the function and connectivity of biodiversity habitats and species
3. Support the resilience of the Green Hammerton / Cattal area to flood risk
4. Contribute to climate change mitigation
5. Protect, enhance and manage the character, function and enjoyment of the historic environment
6. Ensure that development protects and complements important landscape features whilst retaining a rural character
7. Minimise the avoidable loss of the most valuable soils and agricultural land
8. Protect and enhance the quality of watercourses, ground and surface water quality
9. Provide everyone with the opportunity to live in good quality, affordable housing which meets the needs of occupiers throughout their life
10. Protect and improve the health and well-being of residents by enhancing the quality and accessibility of open space, facilities for recreation and health
11. Reduce the need to travel and support a modal shift to active and sustainable modes of travel such as walking, cycling and public transport
12. Support and maintain a strong and sustainable local economy

Assessment of alternative approaches

The key issue at the heart of the Plan is how housing, employment, facilities and open space should be configured. Three concept options were established to explore how the new settlement could be laid out. The maps below show each concept option, followed by a summary of the appraisal findings.

Option 1: Central focus



Option 2: North of Cattal focus



Option 3: Cattal Station Focus



The SA findings show that the options perform similarly across a range of SA topics, which is to be expected given that each involve the same broad location and scale of growth. For housing, health and wellbeing, climate change, landscape, soil, water and flood risk, each option is predicted to have broadly similar effects.

The main points of difference relate to air quality, biodiversity, heritage and transport.

In relation to objective 1 (Air quality), the point of difference is very small, with Option 1 identified as having likely negative effects, whereas Options 2 and 3 potential negative effects are noted, the difference being due to the potential re-routing of the A59 as part of Option 1.

For biodiversity, the potential for significant negative effects is considered to be higher for Option 3 compared to Options 1 and 2, due to the proximity to Aubert Ings SSSI. These are not definite effects though and could potentially be mitigated, hence the uncertain / potential nature of effects.

For heritage, Option 3 performs most favourably as it would be less intrusive in terms of the character of existing settlements and would be less likely to lead to coalescence effects.

For transport, the potential for significant positive effects is considered to be greater for Option 3, and there is less uncertainty as the focus of growth around Cattal station should help to boost and encourage rail travel.

Option 3 has been selected as the Council's preferred approach, the key rationale is as follows:

- The sustainable travel opportunities presented by the focus around an enhanced Cattal rail station, as opposed to a significant rerouting of the A59
- Facilities clustered around Cattal station as a community hub
- A sensitive arrangement of development and greenspace, minimising impact on nearby conservation area villages and the landscape setting
- The option is in line with stakeholder emphasis on steering development away from the existing conservation area villages – as communicated in stakeholder events
- Facilities clustered around the station are approximately 1,200m from nearby villages - enhanced connectivity can be further developed
- A land promoter is in place to support and progress delivery of an approach similar to this spatial option.

Assessment of the current version of the DPD

An appraisal of the Plan was undertaken against each of the SA Objectives. The findings are summarised in the table below.

SA Objective	Effects of the whole Plan
Air quality	Neutral
Biodiversity	<i>Potential minor negative</i>
Flood Risk	Significant positive
Climate change	Significant positive
Heritage	<i>Potential minor negative</i>
Landscape	Minor negative
Soil	Minor negative
Water	<i>Potential minor positive</i>
Housing	<i>Potential significant positive</i>
Health and Wellbeing	Significant positive
Transport	Significant positive
Economy	Significant positive

Mitigation and enhancement

Through the SA process, a number of recommendations are often revealed to enhance the positive effects of the plan and mitigate potential negatives. In this instance the following recommendations have been made.

- Requiring a programme of investigation, recording and public dissemination of results where development would result in the loss of archaeological features considered to be of lower significance.
- With the addition of more explicit requirements relating to water efficiency in new developments / buildings, then the potential for minor positive effects would be more certain. The Council made policy amendments to take account of this recommendation.

Monitoring

There is a requirement to present measures that could be used to monitor the likely significant effects of the Plan as identified through the SA. An appropriate set of indicators have been established through both the Plan and SA Report, designed to effectively monitor the effects of the Plan.

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1. Introduction

1.1 Background

- 1.1.1 Harrogate Council is preparing a New Settlement Development Plan Document (DPD) which will expand on the approach outlined in Policy DM4 of the adopted Harrogate District Local Plan (2014-2035) and establish the boundary, nature and form of the New Settlement, including: highway and access arrangements; public transport, pedestrian and cycle linkages; housing types and tenures; design requirements; and key infrastructure requirements.
- 1.1.2 In preparing the DPD the [2004 Planning and Compulsory Purchase Act](#) requires that a Sustainability Appraisal is undertaken. Alongside this there is a requirement to undertake a Strategic Environmental Assessment (SEA) in line with the [EU Directive on Strategic Environmental Assessment](#). This Sustainability Appraisal undertaken to inform the DPD incorporates the requirements of the SEA Directive.

1.2 SA / SEA explained

- 1.2.1 SA/ SEA is a mechanism for considering and communicating the likely significant effects of an emerging plan, and reasonable alternatives in terms of key environmental issues. The aim of SA is to inform and influence the plan-making process with a view to avoiding or mitigating negative environmental effects and maximising positive effects. Through this approach, the SA seeks to maximise the emerging DPDs contribution to sustainable development.
- 1.2.2 The SA has been prepared in line with the procedures prescribed by the Environmental Assessment of Plans and Programmes Regulations 2004 (the SEA Regulations) which transposed into national law the EU Strategic Environmental Assessment (SEA) Directive¹.
- 1.2.3 The SEA Regulations require that a report is published for consultation alongside the draft plan that 'identifies, describes and evaluates' the likely significant effects of implementing 'the plan, and reasonable alternatives'. The report must then be taken into account, alongside consultation responses, when finalising the plan.
- 1.2.4 In line with the SEA Regulations this Environmental Report must essentially answer four questions:
- What is the scope of the SEA?

- What has plan-making/SEA involved up to this point?
 - ‘Reasonable alternatives’ must have been appraised for the plan.
- What are the appraisal findings at this stage?
 - i.e. in relation to the draft plan.
- What happens next?

1.2.5 These questions are derived from Schedule 2 of the SEA Regulations, which present ‘the information to be provided within the report’. **Table 1.1** presents the linkages between the regulatory requirements and the four SEA questions.

¹ Directive 2001/42/EC

1.3 Structure of this SA Report

This document is the SA Report for the HNSDPD and hence needs to answer all four of the questions listed above with a view to providing the information required by the SEA Regulations.

Each of the four questions is answered in turn within this report, as follows:

Table 1.1: Questions that must be answered by the SA Report in order to meet regulatory² requirements

SA Report question	In line with the SEA Regulations, the report must include... ³
What is the plan seeking to achieve?	An outline of the contents, main objectives of the plan and relationship with other relevant plans and programmes
What is the sustainability 'context'?	- The relevant environmental protection objectives, established at international or national level - Any existing environmental problems which are relevant to the plan including those relating to any areas of a particular environmental importance
What's the scope of the SEA?	- The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan - The environmental characteristics of areas likely to be significantly affected - Any existing environmental problems which are relevant to the plan including those relating to any areas of a particular environmental importance
What are the key issues & objectives?	Key problems/issues and objectives that should be a focus of (i.e. provide a 'framework' for) assessment
What has plan-making/SEA involved up to this point?	- Outline reasons for selecting the alternatives dealt with (and thus an explanation of the 'reasonableness' of the approach) - The likely significant effects associated with alternatives - Outline reasons for selecting the preferred approach in-light of alternatives appraisal/a description of how environmental objectives and considerations are reflected in the draft plan.

² Environmental Assessment of Plans and Programmes Regulations 2004

³ NB this column does not quote directly from Schedule II of the Regulations. Rather, it reflects a degree of interpretation.

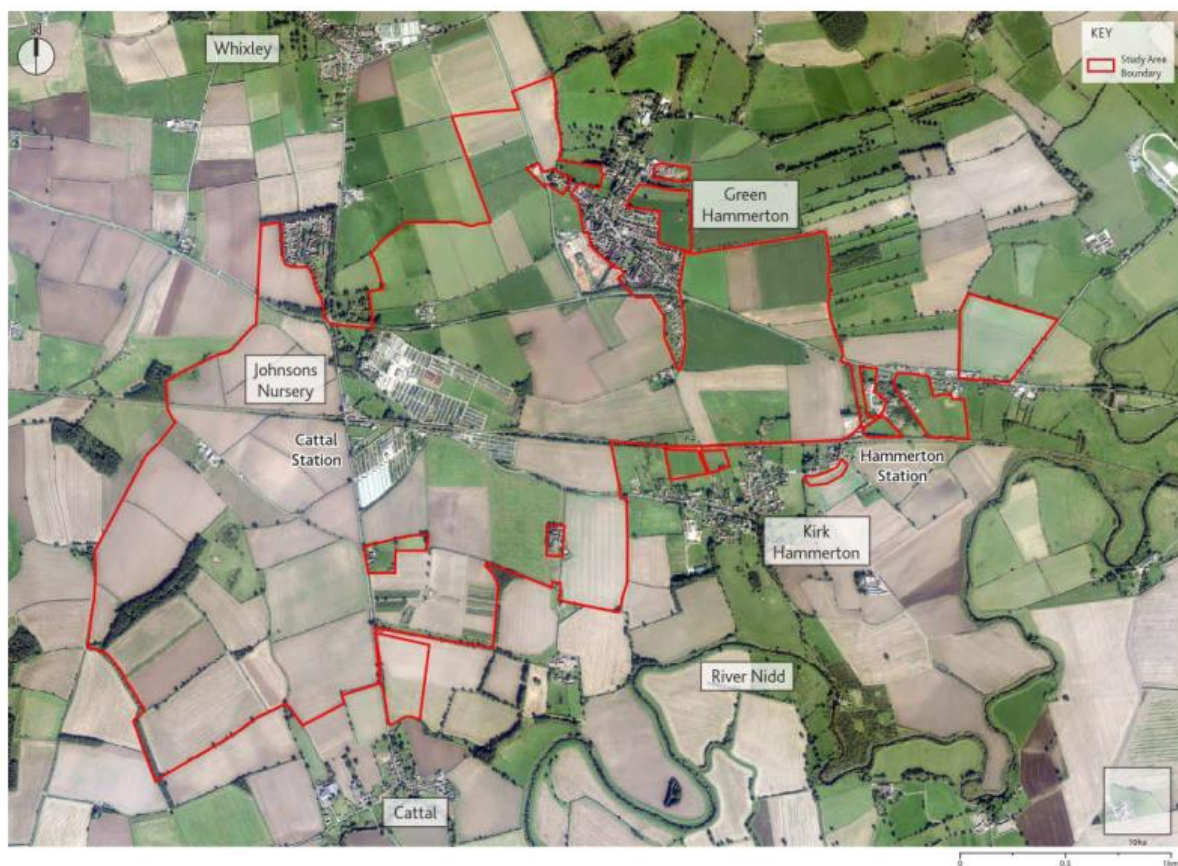
SA Report question	In line with the SEA Regulations, the report must include... ³
What are the assessment findings at this stage?	• The likely significant effects associated with the draft plan • The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects of implementing the draft plan
What happens next?	• The next steps for plan making/SEA process.

2. Planning Context

2.1 Local Plan context

- 2.1.1 Policy DM4 of the Harrogate Local Plan identifies land in the Green Hammerton / Cattal area as a broad location for growth during the plan period and beyond. It is a key part of the growth strategy for Harrogate, and once adopted will guide planning applications across the area.
- 2.1.2 The DPD will be the first step in providing a development framework for the new settlement, outlining the broad layout and locations for housing, employment, new facilities and open space. It will also be supported by a range of policies to help guide development design and other details.

Figure 2.1 The broad area of search boundaries



2.2 Vision and objectives for the DPD

- 2.2.1 The New Settlement DPD is supported by a vision and series of objectives replicated below.

Objectives

Design quality and character: To promote high quality, locally distinctive design that creates a unique sense of place. Design elements should include meandering village streets, village and linear greens, tree-lined streets and parkland.

Village relationships: To provide positive relationships with nearby villages including landscape buffers, convenient connections and services that complement the existing provision.

Sustainable travel: To create a community that enables a hierarchy of travel choices with walking and cycling ahead of public transport followed by private car use. Including:

- A mixed use community with services and facilities in convenient and accessible locations
- A network of safe and attractive walking and cycling routes
- Enhanced bus and train provision and facilities
- Mitigating the impacts of additional car usage

Climate change: To respond positively to the challenges of climate change by:

- Pursuing improving best practice in sustainable design and construction to reduce the use of resources and minimise carbon emissions in order to mitigate climate change.
- Delivering a settlement that is resilient to the impacts of climate change, including increased flooding, and contributes positively to the resilience of wider communities.

Facilities and local centre: To provide a vibrant village centre including shops, schools and services that form a heart for the community. The centre should be well connected to the rail station and provide services for nearby villages and parishes.

Landscape and open space: To create an accessible landscape framework that:

- Works with local topography – Its hills and field boundaries, becks and woodland.

- Incorporates new distinctive parks and gardens and connects spaces to places

Housing mix and neighbourhoods: To provide a mix of homes in varied sustainable neighbourhoods that satisfy local needs and support economic growth.

Deliverability: To promote a planned and phased approach that is economically sustainable, commercially aware, engages with delivery / management bodies and involves cross sector collaboration.

Jobs and skills: To provide the potential to create local jobs and support skills development through traditional employment sites, finer grain opportunities in village centres and home-working environments.

Engagement and stewardship: To provide long term involvement opportunities for growing local communities to guide place making and stewardship supported by effective governance.

3. The Scope of the SA

3.1 SA Scoping Report

- 3.1.1 An SA scoping report was prepared by AECOM and sent to the statutory consultation bodies in September 2018. It was also published on the Council's website <https://www.harrogate.gov.uk/newsettlement>
- 3.1.2 The Scoping Report sets out a range of background information relating to the DPD area along with key issues for the SA. The report establishes a framework of sustainability objectives and guiding questions which provide the methodological basis for appraising the different concept options for the DPD area as well as the appraisal of the draft plan 'as a whole'.
- 3.1.3 The SEA Regulations require that: *"When deciding on the scope and level of detail of the information that must be included in the report, the responsible authority shall consult the consultation bodies"*. In England, the consultation bodies are Natural England, the Environment Agency and Historic England.⁴
- 3.1.4 These authorities were consulted on the scope of the SA for a 5 week period during September/October 2018.
- 3.1.5 Comments received from Historic England and Natural England have been summarised at Appendix 1 together with a response showing how they have influenced the evolution of the SA. No comments were received from the Environment Agency.
- 3.1.6 The purpose of scoping was to outline the 'scope' of the SA through setting out:
- A context review of the key environmental and sustainability objectives of national, regional and local plans and strategies relevant to the NSDPD;
 - Baseline data against which the NSDPD can be assessed;
 - The key sustainability / environmental issues for the NSDPD; and
 - An 'SEA Framework' of objectives against which the NSDPD can be assessed.

⁴ In-line with Article 6(3).of the SEA Directive, these consultation bodies were selected because *'by reason of their specific environmental responsibilities,[they] are likely to be concerned by the environmental effects of implementing plans and programme'*.

- 3.1.7 In Figure 2.1, the broad area of search is outlined with the boundary defined by available land. Whilst the subsequent analysis and key issues considers issues far beyond this tightly drawn boundary, for the avoidance of doubt it should be noted that the broad area of search referred to in this iteration of the SA concerns a less rigid boundary to reflect the fact that available land may change over time and boundaries will be determined in order to achieve a well-planned settlement.
- 3.1.8 For the same reasoning, the concept options are denoted by shapes which show indicative areas for different land uses.

3.2 Key sustainability / environmental issues

- 3.2.1 This section sets out a summary of the key issues that were identified through scoping.
- 3.2.2 Drawing on the review of the policy context and baseline information, the SA Scoping Report was able to identify a range of sustainability / environmental issues that should be a particular focus of SA. These issues are summarised below under a series of SA topics.
- 3.2.3 The selected SA Topics, incorporate the 'SEA topics' suggested by Annex I(f) of the SEA Directive⁵.

Air Quality

- The development and urbanisation of the Green Hammerton / Cattal area could affect air quality in what is currently a rural area. However, this is unlikely to prevent the achievement of air quality objectives.
- There is likely to be a continued reliance on the car to access services, jobs and facilities.

Biodiversity

- The New Settlement area falls within the impact zone of the Aubert Ings Site of Specific Scientific Importance (SSSI).
- There are no National Nature Reserves (NNR), Local Nature Reserves (LNR), Special Protection Areas (SPAs) or Ramsar Sites within or in the vicinity of the New Settlement Area.
- A Special Area of Conservation (SAC), Kirk Deighton SAC, is located approximately 8km south west of the New Settlement Area.

⁵ The SEA Directive is 'of a procedural nature' (para 9 of the Directive preamble) and does not set out to prescribe particular issues that should and should not be a focus, beyond requiring a focus on 'the environment, **including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors**' [our emphasis]

- There are deciduous woodland and traditional orchard priority habitats and key endangered species present within or in the vicinity of the New Settlement Area.

Climatic Factors (Flood Risk and Climate Change)

- Fluvial flooding: The New Settlement Area falls predominantly within Flood Zone 1, although a stretch of Flood Zone 2 and 3 run along Hammerton Beck. Therefore the risk of fluvial flooding is relatively low.
- Surface water flooding: There is a potential for surface water flooding to occur across the New Settlement Area, although areas susceptible to this are relatively isolated and the threat as a whole is considered to be low given the need to implement Sustainable Urban Drainage Systems (SUDS).
- Carbon emissions: Average CO2 emissions per capita are declining in Harrogate District, but whilst these are below the average across North Yorkshire as a whole, per capita emissions are substantially higher in Harrogate District than the national average.

Historic Environment

- The New Settlement area contains a considerable number of heritage assets including Listed Buildings and Structures, conservation areas, buildings of local importance, and archaeological remains which could be affected by development (either positively or negatively).

Landscape

- The landscape is predominantly flat and low lying.
- The development of the New Settlement is likely to have a considerable impact on the local landscape, given the undeveloped nature of the Green Hammerton / Cattal area. Opportunities exist, however, for sensitive landscaping which may help to blur the development into the surrounding countryside.
- Although not within the borders of the North Yorkshire Moors National Park, Yorkshire Dales National Park or Howardian Hills and Nidderdale Areas of Outstanding Natural Beauty (AONB), the New Settlement area enjoys good road access to these areas and these landscape designations are very valuable and sensitive landscape assets which require protection from potential growth.

Water Resources

- The River Nidd is mapped as having surface water and groundwater availability, meaning that water extraction is possible.

- The New Settlement area falls within the Nidd Middle and Lower Operational Catchment Area which includes 13 waterbodies, the majority of which are classified as 'moderate'
- (8) or 'poor' (5) for ecology and chemical status.
- The New Settlement area falls within a Special Protection Zone (SPZ) of zones 1 and 2.

Population and Housing

- The population local to the New Settlement area has increased by 12% between 2011 and 2016.
- After many years where net housing completions were lower than local needs recent delivery has exceeded minimum requirements and begun to address long-term undersupply .Average house prices in Harrogate District are considerably higher than neighbouring areas and have increased by 2.2% over the last year.
- The population within the immediate vicinity of the New Settlement is over-represented in the 15-24 age group and under-represented in the 25-44 age groups in comparison to district and national averages.

Health and Well-being

- Harrogate District has a broadly healthy population with a higher than national average life expectancy.
- The Green Hammerton / Cattal area has lower than average levels of deprivation when compared to areas nationally.
- There are several health and recreational facilities within the vicinity of the New Settlement but there is inadequate access to outdoor sports facilities and parks.
- There would be a need for new health and recreational facilities to support population growth in the Green Hammerton / Cattal area, which is predominantly rural at present.

Transportation

- The New Settlement area is well served by the national highway network but may need to increase capacity to accommodate additional traffic as a result of substantial development in the Green Hammerton / Cattal area.

- The built up areas within the new settlement are served by bus and rail with connections to York, Harrogate and Leeds.
- Local residents in the Green Hammerton area are more likely to travel by car compared to the national average.

Economy

- The Harrogate District has a higher than average proportion of employed economically active people and individuals with higher levels of qualifications.
- The development of the New Settlement area has the potential to support investment in the area, and provide accommodation for a growing workforce.
- Changes in land use could potentially affect rural economic activity.

Minerals and Waste

- The North Yorkshire County area has sufficient land banks of minerals. The site intersects with a minerals safeguarding area.
- Household waste recycling rates are increasing but steadily in the Harrogate District. The closest household recycling centre is located some distance from the New Settlement area.

3.3 SA Framework

- 3.3.1 The SA framework has been established through the identification of key issues and environmental objectives as part of the scoping exercise. This draws upon the baseline position and policy context that has been prepared for a range of SA topics.
- 3.3.2 The framework consists of a set of headline objectives and supporting questions, which has been used to appraise the environmental effects of the draft Plan (and any reasonable alternatives).
- 3.3.3 Table 3.2 below outlines the full SA Framework, which focuses on those issues that have been identified as the most important to consider in the preparation of the Plan; but acknowledging the limited influence that the Plan can/will have in some areas.
- 3.3.4 These issues were then translated into an 'SA Framework'. This SA Framework provides a methodological framework for the appraisal of likely significant effects on the baseline.

SA Objective	Supporting questions (Will the option/proposal help to...)
1. To protect, conserve and enhance air quality	• Protect air quality? • Minimise the contribution towards air quality issues in other parts of the district by reducing emissions from traffic?
2. Protect and enhance the function and connectivity of biodiversity habitats and species	• Support connections between habitats in the Green Hammerton / Cattal area? • Avoid any impacts on the Aubert Ings SSI and the Kirk Deighton SAC? • Avoid the loss of hedgerows and compensate for their loss? Achieve a net gain in biodiversity? • Support access to, interpretation and understanding of biodiversity? • Increase the resilience of biodiversity and in the New Settlement area to the effects of climate change?

SA Objective	Supporting questions (Will the option/proposal help to...)
3. Support the resilience of the Green Hammerton / Cattal area to flood risk	• Improve green infrastructure networks in the plan area to support adaptation to the potential effects of climate change? • Sustainably manage surface water run-off, ensuring that the risk of flooding is not increased (either within the plan area or downstream) and where possible reduce flood risk? • Ensure the potential risks associated with climate change are considered through new development in the plan area?
4. Contribute to climate change mitigation	• Support the development of renewable and low carbon energy schemes?
5. Protect, enhance and manage the character, function and enjoyment of the historic environment	• Conserve, better reveal the significance and enhance heritage assets, their setting and the wider historic environment? • Contribute to better management of heritage assets? • Identify and protect / enhance features of local cultural importance? • Support access to, interpretation and understanding of the historic environment? • Support the protection and recording of environmental features?
6. Ensure that development protects and complements important landscape features whilst retaining a rural character	• Conserve and enhance the character and quality of landscapes? • Contribute to better management of landscape assets? • Maintain areas of 'tranquility'? • Be mindful of 'dark skies'? • Support access to, interpretation and understanding of the surrounding landscape? • Improve linkages to open space and the countryside?
7. Minimise the avoidable loss of the most valuable soils and agricultural land	• Minimise the loss of the most valuable soils, where possible? • Compensate for the loss of productive agricultural land?

SA Objective	Supporting questions (Will the option/proposal help to...)
8. Protect and enhance the quality of watercourses, ground and surface water quality	• Protect groundwater quality in the NVZ? • Minimise water consumption? • Reduce surface water pollution?
9. Provide everyone with the opportunity to live in good quality, affordable housing which meets the needs of occupiers throughout their life	• Support the provision of a responsive range of house types and sizes to meet identified needs? • Provide quality and flexible homes that meet people's needs throughout their lives? • Enhance housing provision in existing communities?
10. Protect and improve the health and well-being of residents by enhancing the quality and accessibility of open space, facilities for recreation and health	• Promote accessibility and availability to a range of leisure, • health and community facilities, for all community groups? • Provide and enhance the provision of community access to • green infrastructure, in accordance with Accessible Natural • Greenspace Standards? • Improve access to local parks?
11. Reduce the need to travel and support a modal shift to active and sustainable modes of travel such as walking, cycling and public transport	• Increase the range, availability and affordability of sustainable travel choices i.e. public transport, walking, cycling? • Improve road safety? • Promote sustainable patterns of land use and development that reduce the need to travel and reliance on the private car? Enable transport infrastructure improvements?
12. Support and maintain a strong and sustainable local economy	• Support the local economy and provide access to employment opportunities? • Avoid negative effects on existing businesses whilst improving opportunities for increased local spending? • Sustain high levels of local education and skills by ensuring sufficient access and provision to local schools and education facilities? • Promote diversification of rural economies?

3.4 Determining Significance

- 3.4.1 The SA process seeks to identify and evaluate 'likely significant effects' on the baseline / future baseline arising from the broad concept options outlined. The approach draws on the sustainability topics and objectives as a methodological framework.
- 3.4.2 It is important to note that effects should be predicted based upon the criteria presented within the [SEA Regulations](#). So, for example, account has been taken of the nature of the effects (including magnitude, spatial coverage and duration), the severity of receptors, and the likelihood of effects occurring as far as possible. The potential for cumulative effects have also been considered.
- 3.4.3 When identifying whether an effect is significant or not, it is important to be aware of limitations. Of particular note when appraising options at an early stage of plan making, is that they are conceptual, and so it is difficult to precisely identify the extent of significance. Nevertheless, the broad implications of Options can be described in terms of their potential for negative or positive effects. Where there is a greater degree of certainty and confidence in predictions, likely significant effects can be highlighted.
- 3.4.4 To aid in the communication of findings, effects are illustrated by using the following colours and symbols, which highlight the nature and likelihood of effects occurring. The nature of uncertain effects is also identified, for example, an uncertain negative or an uncertain positive effect.

Nature of Effects	Likely effects	Potential / uncertain
Significant positive effects		?
Minor positive effects		?
Neutral effects		?
Minor negative effects		?
Significant negative effects		?

4. What has plan making / SEA involved to this point?

4.1 Introduction

- 4.1.1 In accordance with the SEA Regulations the SA must include:
- An outline of the reasons for selecting the alternatives dealt with; and

- The likely significant effects on the environment associated with alternatives / an outline of the reasons for selecting the preferred approach in light of alternatives appraised.

4.1.2 The 'narrative' of plan-making / SA up to this point is told within this part of the SA Report.

4.2 Consideration of reasonable alternatives

4.2.1 The SEA Regulations require that alternatives to a Plan are considered and those that are reasonable are appraised. There is no explicit definition of what constitutes a reasonable alternative, but there are some key factors to that have been taken into account.

- Alternatives for all aspects of a Plan do not need to be appraised in an SA. The focus should be on those issues that are at the heart of the Plan. In this instance, the key choices relate to the layout of the new settlement including the location of housing, employment, a local centre and open space. These factors are addressed through the development of concept options (see section 4.3 below).
- It is considered unnecessary to appraise options for every individual policy as some are not strategic in nature, and are guided by national policy, specific evidence and / or viability issues.
- Alternatives need to be sufficiently distinct to allow for a meaningful appraisal and comparison of approaches. Therefore, options with subtle differences are considered to be unreasonable.
- Alternatives need to be framed in the context of the Plan vision and objectives. Any options that are not consistent with these have been deemed to be unreasonable. For example, the option of developing a higher level of growth across the new settlement is considered to be unreasonable as it would likely lead to significant negative effects with regards to landscape, and would not be consistent with Policy DM4 from the adopted Harrogate Local Plan.
- Likewise, the option of delivering a lower scale of growth is considered unreasonable as it is also contrary to Policy DM4 (which seeks a minimum of 3000 dwellings to support the housing strategy) and would be less likely to derive benefits in terms of securing community facilities and infrastructure.

4.3 Establishing Concept Options

- 4.3.1 Gillespie's, supported by Cushman & Wakefield and Vectos were commissioned by Harrogate District Council to develop a concept framework for the delivery of a new settlement in the Green Hammerton/Cattal area.
- 4.3.2 Following an assessment of the baseline position, constraints and opportunities alongside early stage stakeholder engagement, three options that provide a distinct range of spatial approaches to delivering a new settlement were developed.
- 4.3.3 There are a number of factors and guiding principles that influenced the evolution of the options.
- 4.3.4 The starting point was the adopted Local Plan, specifically Policy DM4 that identifies a broad location within which a new settlement should be located. Thereafter, within that broad location there may be more than one option that can reasonably meet the guiding principles that led to the choice of location, that underpin DM4 of the adopted Local Plan.
- 4.3.5 A concept framework was commissioned, in which key issues and opportunities were explored around nine key themes, which helped to inform the development of three options.
- 4.3.6 The three concept options are presented below (more information can be found in the Regulation 18 Consultation Documents).
<https://www.harrogate.gov.uk/newsettlementdpd>.
- 4.3.7 It is important to note that the visual representation of the options below were not explicit locations for development. They presented the likely broad location of development dependent on the focus of each option and were intended to be used as an aid to compare broad options rather than a precise indication of a site boundaries.

- 4.3.8 For each option indicative areas for housing, local centre, employment area, green spaces and connections were presented.
- 4.3.9 Each option was assessed against the SA Framework and this helped to inform the draft Plan.

Option 1: Central Focus



- 4.3.10 This option focused on the area north of the railway line between Cattal and Hammerton train stations, and incorporates the village edges of Green Hammerton and Kirk Hammerton. The key spatial characteristics of this option included:

- Housing between existing settlements and linked to a new central local centre.
- Separate employment area to the east, between Green Hammerton and Kirk Hammerton
- Potential re-routed A59
- Connections to Green Hammerton facilities

Option 2: North of Cattal Station Focus



4.3.11 This option focused on the area north of the railway line around Cattal station, with the majority of the development located south of the A59. The key spatial characteristics of this option included:

- Local centre and housing focused to the north of Cattal station and railway line in an elongated east-west orientation
- Local centre located adjacent to railway station
- Significant green space buffer maintained between development and Green Hammerton with improved green connections
- Employment area located between new development and existing settlements

Option 3: Cattal Station Focus



4.3.12 This option focused on the area around Cattal station expanding towards the south and southwest of the railway line. Key spatial elements of this option included:

- Local centre and housing focussed around Cattal station
- Employment area near to Cattal station
- Pockets of green space
- Improved green links and new vehicular/ pedestrian crossings

4.4 Appraisal of the Concept Options

- 4.4.1 This section presents the appraisal of each concept option against each of the SA Objectives, followed by a summary of the findings.
- 4.4.2 Each option is given a predicted effect ranging from significant positive to significant negative. An indication of whether the effects are considered likely to arise or whether they are more uncertain is also provided. Finally, if possible, the options have been ranked in terms of their performance against each SA Objective.
- 4.4.3 Then the preferred approach is identified, and reasons are given as to why this has been selected and the alternatives rejected.
- 4.4.4 It should be noted that the appraisal of the Concept Options has been tweaked in places to reflect feedback received on the Interim SA Report at Regulation 18 consultation.

4.5 Objective 1: To protect, conserve and enhance air quality

Option 1	Option 2	Option 3
Minor negative effects (Likely)	Minor negative effects (potential)	Minor negative effects (potential)
1	1	1

- 4.5.1 Each option has the potential to affect air quality in the broad area of search and immediate vicinity through the creation of new and/or busier road networks in what is currently a predominantly rural area. However, air quality is generally good across the District and the broad area of search for the new settlement is not highlighted as being of concern for air quality and therefore the new settlement is not likely to impact significantly upon air quality objectives.
- 4.5.2 In addition, it is expected (as per Draft Local Plan Policy DM4) that all options will include substantial amounts of open space and green infrastructure and therefore each option has the potential to mitigate impacts on air quality (through promotion of sustainable modes of travel, as well as the use of green infrastructure).

- 4.5.3 There may also impacts on air quality during the construction phases. The extent of this will be informed by the scale of development as well as infrastructure requirements, i.e. road construction and other large projects. Whilst all options include the same quantity of housing and employment, Option 1, which includes the re-routing of the A59, may have a greater impact on air quality due to the scale of the work involved and potential phasing i.e. if housing is built before the road is re-routed in full which may produce more congestion in the short term. However, the effects are not likely to be significant in the longer term and at this stage in the process it is difficult to quantify the extent of pollution generated by each option. It should also be recognised that rerouting of the road should help to reduce traffic through existing settlements, which would help improve air quality in those locations (or at least ensure that the baseline position does not deteriorate).
- 4.5.4 Overall, all three options are predicted to have minor negative effects, and due to the scale of growth involved these are likely to arise even in mitigation measures are secured. Though Option 3 is more favourable in terms of supporting access to a train station (which ought to reduce longer distance trips, it is slightly less favourable in terms of access to existing settlements compared to Options 1 and 2.
- 4.5.5 Each could have benefits and disadvantages with regards to air quality. The main difference relates to Option 1 which could have temporary negative effects with regards to the re-routing of the A59.

4.6 Objective 2: Protect and enhance the function and connectivity of biodiversity habitats and species

Option 1	Option 2	Option 3
Minor negative effects (Likely)	Minor negative effects (Potential)	Significant negative effects (Likely)
2	1	3

- 4.6.1 Each option has the potential to incorporate substantial amounts of new natural green space which could support connections between habitats in the area. Low lying areas provide opportunity to combine wetland habitat creation with Suds which could also contribute to resilience against climate change. Regardless of option involved, much of the land use changes would be from agricultural land. The ecological value of these areas will need to be established through detailed surveys and the biodiversity metric, but would not be anticipated to be high value given the current landforms and agricultural usage. As such, there should be good potential to achieve biodiversity net gain for each of the options.
- 4.6.2 The broad area of search lies in relatively close proximity to Kirk Deighton SAC (approx 8km to the south west). This site contains Great Crested Newts within a “Standing open water and canal” habitat type which is sensitive to nitrogen. Natural England raised concern at the impact on this site during the Local Plan Publication consultation. Air quality dispersion modelling was undertaken in response to this which considered the impact of the Local Plan as whole (therefore including the new settlement in the broad area of search) and was based on modelling of the Affected Road Network (ARN). The work showed that the estimated traffic increase from the Local Plan development (as well as forecast growth in other areas and predicted trends in car ownership etc.) would not generate a significant increase in the average annual daily traffic flows on the roads closest to the SSSI (Ox Moor Lane and Cattal Street). As a result, it is not anticipated that development of the new settlement in the broad area of search would have a significant impact on the SAC.

- 4.6.3 Given the similarities in terms of scale and location, it is unlikely that any of the options would be significantly better or worse in terms of their impact on Kirk Deighton SAC, though as with air quality objectives in general, options which reduce car usage are less likely to increase and alter traffic flows will have less of an impact.
- 4.6.4 Aubert Ings SSSI lies to the south of the broad area of search and comprises an area of lowland grassland. At present, while there is no public right of way within the SSSI, it is used informally by local residents. An increase in housing could lead to damage to the notified features of the site through increased trampling, dog fouling, impacts on management and urban edge effects such as fly tipping and anti-social behaviour. The site is vulnerable due to its small size and attractive location along the River Nidd.
- 4.6.5 Whilst the three options comprise the same level of population growth, option 3 includes housing in closer proximity to the site and with fewer physical obstacles (such bridges or crossings over the A59 and railway which are assumed will be a feature of all options). It could therefore potentially generate more footfall on the site than the other options (although this will depend on the nature of any footpath access).
- 4.6.6 However, recreational pressure on the SSSI could potentially be mitigated through provision of substantial and attractive GI within all the options which would provide an alternative area for walking and recreation. A coherent network of walking routes, including links to existing green corridors and improved provision of rights of way, will also be instrumental in limiting the impact on the SSSI
- 4.6.7 There is also a potential impact on the Aubert Ings SSSI from increased air pollution from increased traffic flows. However, traffic modelling work undertaken for the Local Plan shows that the anticipated increase in average annual daily traffic on Ox Moor Lane and Cattal Street at Cattal is not considered significant by Natural England's standard methodology. Moreover, the Local Plan growth strategy as a whole and the New Settlement in particular aims to focus development at locations where there is access to good public transport and/or the opportunity to improve services.
- 4.6.8 All of the options will require a full ecological survey but at this stage, based on a desktop survey, it is unlikely that any options cannot mitigate for any disturbances to protected species.

- 4.6.9 Adopted Local Plan Policy NE3: Protecting the Natural Environment includes requirements for all development to take measures to protect and enhance the natural environment.
- 4.6.10 None of the options need result in substantial loss of woodland or trees and each option has the potential to include substantial amounts of green infrastructure, including woodland and other habitat creation. It is too early at this stage to ascertain which (if any) hedgerows will be lost but all the options have the opportunity to try and retain them and/or compensate for their loss.
- 4.6.11 Options 1 and 2 and both predicted to have minor negative effects, as it ought to be possible to avoid the most sensitive locations and implement mitigation. However, in terms of severance and disturbance from roads, Option 1 is more likely to have negative effects as it involves the re-routing of the A59. As such, negative effects are considered more likely to arise compared to Option 2 (which is why option 2 is ranked as most favourable in terms of biodiversity).
- 4.6.12 Option 3 is predicted to have potential significant negative effects because it is more likely to bring housing development closer to the Aubert Ings SSSI (potentially leading to recreational pressure), and a greater amount of recorded woodland could be affected. However, there is flexibility in design and layout that should allow for negative effects to be avoided and positive effects secured in the longer term (hence the effects not being recorded as 'likely'). For this reason, this option is ranked least favourable in terms of biodiversity.

4.7 Objective 3: Support the resilience of the Green Hammerton / Cattal area to flood risk

Option 1	Option 2	Option 3
Minor positive effects (Potential)	Minor positive effects (Potential)	Minor positive effects (Potential)
1	1	1

- 4.7.1 All of the options have the potential to incorporate substantial amounts of green and blue infrastructure to support adaptation to the potential effects of climate change.
- 4.7.2 The New Settlement area falls predominantly within Flood Zone 1, although a stretch of Flood Zones 2 and 3 runs along Kirk Hammerton Beck. The risk of fluvial flooding is therefore relatively low for all options. This is confirmed by the Flood Risk Sequential Assessment, that identifies that all three options are sequentially acceptable.
- 4.7.3 All of the options have the potential to cause some adverse effects as a result of additional surface water discharge on nearby water courses, but this could be mitigated in all options by the use of Sustainable Urban Drainage Systems (SuDS) which should aim to manage water discharge onsite in the first instance (ideally using measures that mimic natural processes). A well-designed and managed drainage system may also contribute to managing flood risk downstream and therefore potentially benefitting a wider area.
- 4.7.4 Infiltration drainage is unlikely to be fully successful at this broad location due to ground conditions in the surrounding area being predominantly heavy clay soils. However, all options have the potential to explore alternative methods including soakaways, permeable cellular pavements, grassed swales, infiltration trenches, wetlands, ponds and green roofs that assist in dealing with surface water at source on site.
- 4.7.5 Several small areas of high and medium surface water flood risk exist in the new settlement area. However, these are dispersed with large areas of very low flood risk in between giving more drainage opportunities and therefore the risk and potential significance of surface water flood risk is low. Development would need to be in line with national and local flood risk policy in all cases and there would be a need for a flood risk assessment to inform the detailed design stage of developments with potential for effects.

- 4.7.6 Overall, it is considered that minor positive effects are possible for all three options (but not assured as this will depend on the green and blue infrastructure secured). Despite a loss of greenspace, there should be ample flexibility to incorporate natural drainage solutions into development, and this should help to minimise flood risk, whilst contributing to wider catchment management.
- 4.7.7 It is not possible to differentiate the options with confidence at this stage and so they are all ranked on par with one another.

4.8 Objective 4: Contribute to climate change mitigation

Option 1	Option 2	Option 3
Significant positive effect (Potential)	Significant positive effect (Potential)	Significant positive effect (Potential)
1	1	1

- 4.8.1 A development of this scale could possibly make a significant positive contribution towards this objective. All options ought to be capable of incorporating measures to improve the efficiency of the built environment and likewise all options have the potential to incorporate low carbon and renewable energy schemes.
- 4.8.2 Overall, the effects are expected to be positive, but there is some uncertainty at this stage as these positive effects would be dependent upon scheme design and the green infrastructure linkages secured throughout the new settlement and beyond.
- 4.8.3 Likewise, the potential to achieve very high levels of sustainability and low carbon energy schemes could be affected by viability or deliverability issues, so it cannot be said for certain that the effects would be significantly positive.
- 4.8.4 It is not possible to rank the options with confidence, and so they are recorded as being on par with one another.

4.9 Objective 5: Protect, enhance and manage the distinctive character and appearance of the historic environment

Option 1	Option 2	Option 3
Minor negative effects (Potential)	Significant negative effects (Likely)	Minor negative effects (Likely)
2	3	1

- 4.9.1 Development anywhere within the broad area of search is likely to impact on the setting and significance of a wide range of heritage assets - including Conservation Areas, listed buildings and non-designated heritage assets. The effects of the new settlement are predicted to be negative for all options as the change from rural landscape to residential settlement will significantly change the settlement pattern and character of the wider rural setting of the neighbouring villages, designated and non-designated heritage assets contained therein, as well as historic farmsteads and individual properties peppered across the landscape in the vicinity. The rural setting and context of these traditional farmsteads and country houses is integral to their legibility and significance.
- 4.9.2 Both Kirk Hammerton and Green Hammerton Conservation Areas are rural villages; being surrounded by open fields which contribute to their characters. Even where the fields are screened by hedges or partially screened by trees, it is the absence of buildings that is important. This is also the case when considering the setting of the Grade I listed church at Kirk Hammerton. Certain views are noted as key views in the Conservation Area Appraisals. All options have the potential to impact on the Kirk Hammerton and Green Hammerton Conservation Areas, causing harm through the loss of rural context and coalescence. However, it could also be argued that a well-planned and managed development of a new settlement in this vicinity, with a network of appropriately designated green spaces to afford some protection to their setting and key vistas, may be less harmful than incremental development in the villages over time.

- 4.9.3 Options 1 and 2, whilst showing areas of green space on the indicative layouts, result in a settlement pattern more akin to a single amorphous settlement which would subsume the existing historic settlement pattern. Option 1 in particular shows housing and employment development to the south east of Green Hammerton (south of the A59 and the north of the railway line and Hammerton Station) which is a sensitive area for a number of reasons. It makes a positive contribution to the landscape pattern, forming the rural setting of the Conservation Areas (which contributes strongly to their characters) and affords views in towards the Hammertons and out to the east. Development in this sensitive area would cause harm to the significance of the Green Hammerton and Kirk Hammerton Conservation Areas due to coalescence of the distinct settlements and would be inconsistent with local character and distinctiveness. Option 2 does not extend built development as far east, and so potential coalescence and negative effects on the Conservation Areas is somewhat lower.
- 4.9.4 The impact of development could be reduced to an extent through good design, by providing relief across the site in order to break up extensive dense built form with landscaping, green linkages, varied building heights and densities. In this respect, Option 2 provides a degree of separation between Kirk Hammerton and Green Hammerton. Whilst there are pockets of green space included within option 1, the built up area would still be more likely to lead to coalescence.
- 4.9.5 In both options 1 and 2, the wider rural context would still be degraded and the scale of development and the resultant coalescence is such that is highly unlikely that the harm could be fully mitigated. A lower density development with greater areas of greenspace could help to mitigate effects, but this would not meet other objectives for the new settlement (e.g. delivery of housing and infrastructure).
- 4.9.6 Settlement character is likely to be best respected with Option 3, as there is a greater distance between the proposed settlements, thereby protecting the distinct identity and character of individual settlements and affording more opportunities to maintain a rural setting and reduce the impact on the historic environment. However, this option would potentially impact upon the significance and setting of the Grade II* Listed Thornville House (and a range of other supporting Grade II Listed features) which lies to the southeast of the site.
- 4.9.7 In addition, all three options would impact upon the significance, setting and rural context of the Grade II Listed Providence House which enjoys a prominent position north of the A59.

- 4.9.8 Archaeology - Whilst this assessment has been undertaken before receipt of a search of the historic environment, in regard to archaeology, all options have potential to include areas of archaeological value. Rudgate and Dere Street Roman Roads run through this area and there is a high potential for Iron Age/Romano British remains anywhere in the vicinity. There are also cropmarks in the area which have been mapped by the National Mapping Programme and interpreted as Iron Age/Romano British. In the absence of development, effects on archaeology are unlikely to be significant. However, the opportunity to discover and record features / items of interest would be lower.
- 4.9.9 Any potential impact on archaeology should be fully assessed - it may be possible for such impact(s) to be mitigated through field evaluation, development design and where impact is unavoidable, a programme of investigation, recording and public dissemination of results.
- 4.9.10 Railway Assets - Kirk Hammerton Signal Box and the other station buildings at this station are designated heritage assets of national significance. Cattal station, Signal Box and Victoria Pub are non-designated heritage assets of local significance and are an important part of railway heritage, easily identified by their architecture. Development of any of the options would need to respect these buildings which are features of local cultural importance.
- 4.9.11 All of the options could support access to and interpretation of the railway assets through design which respects and/or enhances their provenance. Information boards and heritage trails could help promote the significance and understanding of these assets, as well as the heritage assets in the wider area. Opportunities could also be taken in all options to maintain and celebrate key views and vistas. The proposed layout of development should be informed by the established settlement pattern. Open space should be concentrated in parts of the site that comprises higher and more visible ground and where there could be opportunities for designated viewpoints towards York and Kirk Hammerton.

- 4.9.12 Option 1 is predicted to have significant negative effects because it is most likely to lead to complete coalescence between existing villages. This would detrimentally affect their historic settlement patterns, as well as the gateway into the villages. Whilst some greenspace would be included to help soften impacts, it is considered that the form of growth in this area would be more likely to lead to significant negative effects. For this reason, this option is considered least favourable in terms of cultural heritage.
- 4.9.13 Option 2 is predicted to have potential significant negative effects. This option would have less of an effect on listed buildings in the open countryside (such as Thornville House), but brings development into closer proximity to the Conservation Areas of Green Hammerton and Kirk Hammerton. There is potential for greater negative effects on the rural setting of these settlements. However, complete coalescence is unlikely, and a large amount of greenspace is proposed that should help to offset such effects. Therefore, minor negative effects are considered most likely (though significant negatives cannot be ruled out at this stage).
- 4.9.14 Option 3 is predicted to have minor negative effects as it will alter the setting of several listed heritage assets. In particular, it encroaches into open space near to Thornville House. Whilst the open countryside setting of Thornville House and other supporting heritage features could be affected, there would be no direct impacts on these assets. There would also be screening offered by existing trees and potential for green space to buffer impacts. Therefore, significant effects are considered unlikely. With regards to impacts on existing settlements, the built form of Green Hammerton and Kirk Hammerton would be less affected, and therefore only minor effects would be anticipated. For this reason, this option is considered most favourable in terms of cultural heritage.

4.10 Objective 6: Ensure that development protects and complements important landscape features whilst retaining a rural character

Option 1	Option 2	Option 3
Significant negative effects (Potential)	Significant negative effects (Potential)	Significant negative effects (Potential)
2	2	1

- 4.10.1 The broad area of search is largely rural and undeveloped and therefore all options will have a negative impact on local landscape character. At a regional and national level the impact may not be as significant but at a local level, the character areas covering the broad area of search consist of farmland of varying types and therefore the introduction of a new settlement will have a significant effect. In a sense, these effects are difficult to avoid given that the area of search is identified in the adopted Local Plan. Therefore, the focus here is on the extent to which the options could avoid or limit the significant effects.
- 4.10.2 Option 3 has the potential to impact less significantly upon the relationship between existing villages whereas option 1 has the potential to create a new relationship which could be positive or negative depending on the layout and site arrangement.
- 4.10.3 Option 2 appears to be led by existing constraints of the railway line and road rather than appreciation of existing settlement pattern or landscape character and is a less organic option which is less preferable in landscape terms.
- 4.10.4 Option 1 shows housing and employment development to the south east of Green Hammerton (south of the A59 and to the north of the railway line and Hammerton Station) which is an important area in landscape terms as it typifies the local landscape pattern. It forms the setting of the distinct villages of Green Hammerton and Kirk Hammerton and affords views toward these villages and to the east. However, all options have the potential to create new quality landscape and townscapes and there is opportunity for all options to explore ways of softening their impact.

- 4.10.5 All options have the potential to include attractive green spaces and areas of relative tranquillity (relative bearing in mind their context within a residential area close to road and rail links). All options also have the potential to incorporate lighting to minimise light pollution. Whilst appreciating that the green space locations indicated on the concept diagrams are indicative at this stage, it is important to consider how these spaces will be used to maximise their effectiveness and avoid conflict between functions (e.g. "quiet" places for wildlife vs. recreational spaces).
- 4.10.6 Links from the existing villages to countryside and rights of way are currently poor and all options have the potential to improve access to open countryside and integrate the landscape into development.
- 4.10.7 At this stage there are no details of ongoing management arrangements for landscape assets but all options have the potential to develop a comprehensive management plan to manage and maintain landscape assets. This could include adoption by existing or newly formed community groups to manage and/or use green spaces where appropriate. Although not within the borders of the North Yorkshire Moors National Park, Yorkshire Dales National Park, Howardian Hills or Nidderdale AONB, the New Settlement area enjoys good road access to these areas and these landscape designations are valuable and sensitive landscape assets which require protection from potential growth. Ensuring an attractive range of green infrastructure assets and linkages to surrounding countryside will help mitigate this impact.
- 4.10.8 Overall, though effects on the landscape character will undoubtedly be negative as a result of large scale development, the DPD has potential to minimise the significance of these effects through layout, design and enhancement measures. In this respect, significant negative effects are identified but are not considered to be a foregone conclusion. In terms of comparison between the options, each has benefits and disadvantages in terms of landscape character, but the effects would be expressed in different ways. Option 3 is considered to be marginally favourable out of the three approaches as it intrudes less on existing villages and is less likely to lead to coalescence.

4.11 Objective 7: Minimise the avoidable loss of the most valuable soils and agricultural land

Option 1	Option 2	Option 3
Minor negative effects	Minor negative effects	Minor negative effects

(Likely)	(Likely)	(Likely)
1	1	2

- 4.11.1 Development of each option would result in a permanent loss of agricultural land, much of which is classed as the best and most versatile. In this respect, each option has negative effects. However, growth of this scale in this broad location is committed within the draft Local Plan, and so these effects are difficult to avoid through the new settlement DPD itself. In the context of agricultural land resources across the District and in the wider area, the effects are therefore not considered to be significant.
- 4.11.2 The broad area of search comprises agricultural land classed Grade 2 (very good quality agricultural land) and Grade 3 (good to moderate quality agricultural land).
- 4.11.3 In very broad terms, Option 1 appears to include a mixture of Grades 2 and 3 (although data is limited in regard to whether the Grade 3 land is 3a or 3b (these subgrades 3a and 3b denote good and moderate quality agricultural land respectively). Option 2 also includes a mixture whereas Option 3 includes a larger proportion of Grade 2.
- 4.11.4 Though there will be a loss of agricultural land regardless of the option pursued; opportunities to minimise loss should be explored. The Draft Local Plan Policy NE8: Protection of Agricultural Land requires the master planning of larger sites to be informed by agricultural land classification surveys with the aim of minimising any loss. Broadly speaking, option 3 contains the largest amount of higher quality Grade 2 land, which could be difficult to avoid. As such, this is predicted to have greater potential for negative effects compared to Option 1 and 2 (though all are minor in the context of the baseline position set by the Local Plan).

4.12 Objective 8: Protect and enhance the quality of watercourses, ground and surface water quality

Option 1	Option 2	Option 3
Minor positive effects (Potential)	Minor positive effects (Potential)	Minor positive effects (Potential)
1	1	1

- 4.12.1 Water quality may be affected by development of the new settlement in a number of ways. There could be effects at the construction stage, changes in surface water run-off, and development that disturbs groundwater aquifers. This could be positive or negative.
- 4.12.2 The new settlement area falls within the G103 - Vale of York Groundwaters Nitrate Vulnerable Zones (NVZ) and the Nidd from Crimple Beck to River Ouse Surface Waters NVZ. In the absence of development, the presence of nitrates in water may persist given the agricultural nature of the land in this area. Each of the options will result in a substantial area of new residential and employment development, along with associated green and blue infrastructure and open space. Where these changes involve land that is currently used for agriculture, there is potential for a reduction in the amount of pollutants (nitrates that are generated from farming practices) that are washed into watercourses. The effects are therefore potentially positive for each option, particularly those that involve the change in active farmland.
- 4.12.3 All of the options fall broadly within flood zone 1. Therefore, the potential for development to affect water quality in flood prone areas is considered to be low. Additionally, a well-designed and managed drainage system could help manage flood risk both onsite and further downstream as well as assisting in the reduction of pollutants.
- 4.12.4 In terms of water quality, legal requirements for water quality, as set out in the Water Framework Directive, are likely to lead to continued improvements to water quality in watercourses in the wider area. However, water quality could be affected by pollution incidents in the area, the presence of non-native species and physical modifications to water bodies. SUDs should form an important component of all of the options and therefore there would be potential to manage any possible impacts on water quality due to increased pressure on waste water and drainage networks.
- 4.12.5 All of the options have the opportunity to incorporate measures to minimise water consumption and overall, the effects are predicted to be potentially positive for all three options in the long term as SUDs are likely to be implemented, as well as appropriate infrastructure to manage increased demands for waste water and drainage. There could be short term impacts on water quality associated with construction, but it is expected that these would be dealt with through the development process.
- 4.12.6 There is little to differentiate the options in respect of this SA Objective, and therefore each is ranked the same.

4.13 Objective 9: Provide everyone with the opportunity to live in good quality, affordable housing which meets the needs of occupiers throughout their life

Option 1	Option 2	Option 3
Significant positive effects (Likely)	Significant positive effects (Likely)	Significant positive effects (Likely)
1	1	1

- 4.13.1 The new settlement is proposed to deliver a minimum of 3000 homes which will make a significant positive contribution to the provision of housing opportunities. All options propose the same quantity of housing and there is scope within each option to provide a range of house types and sizes (in accordance with Draft Local Plan housing policies), as well as ensuring that homes are built to a high standard with flexibility to meet people's needs over time.
- 4.13.2 Likewise, all three options propose a local centre which will provide a range of services and aim to meet people's needs locally and all of the options have the opportunity to design appropriate links to new local services as well as existing services in Green Hammerton and Kirk Hammerton.
- 4.13.3 It may be that options have differences in terms of timescales for delivery and therefore different rates of provision in the short term and likewise there may be viability issues which may impact upon the delivery and/or potential to achieve standards such as building for life. But given the scale of development all options should make a positive contribution to providing good quality housing.
- 4.13.4 In terms of enhancing housing provision in existing communities, it is expected that each of the options will deliver a more balanced housing offer within the immediate vicinity of the existing villages, including properties with more potential for adaptation (scope for expansion or adaptation can be limited within Conservation Areas for example).

4.14 Objective 10: Protect and improve the health and wellbeing of residents by enhancing the quality and accessibility of open space, facilities for recreation and health

Option 1	Option 2	Option 3
Significant positive (Likely)	Significant positive (Likely)	Significant positive (Likely)
1	1	2

- 4.14.1 The broad area of search and wider vicinity includes several play areas, allotments and accessible green spaces. However, the Scoping Report identifies that the area currently has inadequate access to outdoor sports facilities and parks. All of the options have the potential to include substantial areas of green space, sports facilities and parks which would benefit the new and existing communities. Likewise, all of the options have the potential to be designed in such a way as to improve access to green and blue infrastructure and include safe attractive walking routes to health and community facilities. In this respect, the delivery of the new settlement has the potential to improve access to quality green space and recreational facilities.
- 4.14.2 Option 1 is located closest to existing healthcare provision (GP at Green Hammerton) although there will also be a need to address future healthcare infrastructure in all options and the Baseline Report identifies a need for expansion of healthcare facilities at Green Hammerton.
- 4.14.3 Option 3 is the least well related to existing settlements, and therefore access to community facilities (other than those secured on site) could potentially be less favourable for this option compared to options 1 and 2.

4.15 Objective 11: Reduce the need to travel and support modal shift to active and sustainable modes of travel such as walking, cycling and public transport

Option 1	Option 2	Option 3
Significant positive (Potential)	Significant Positive (Potential)	Significant Positive (Likely)
3	2	1

- 4.15.1 The broad area of search is situated on a public transport corridor, with Cattal and Hammerton Stations providing good links to Harrogate, Leeds and York. Commitment and funding is in place to increase the frequency of rail services along this route but notwithstanding this, the development of a new settlement in this broad location is highly likely to have a positive impact on public transport provision.
- 4.15.2 The increased population and demand resulting from a new settlement in this area will assist in maintaining existing services and can be realistically envisaged to improve the provision of public transport already on offer. All options have the potential to attract more passengers onto the Leeds-York rail service as well as the York-Green Hammerton-Boroughbridge-Ripon bus service which is currently subsidised by NYCC. However, Option 3 is most likely to facilitate access to the train station on foot.
- 4.15.3 It is anticipated that development of a new settlement in the broad area of search will result in higher amounts of traffic along the A59. However, all of the options have the potential to increase the range, availability and affordability of sustainable travel choices. All of the options are capable of incorporating a coherent network of walking and cycle routes which link residential areas to local facilities, the employment centres within the site (and potentially beyond) as well as to the railway station(s), although option three is the only option able to provide walking and cycle access to rail for all parts of the settlement without crossing a major road.

- 4.15.4 Option three places the local centre, employment and the majority of housing within close proximity of Cattal station. This concentrated approach would make walking an attractive option between the new housing, employment, local centre and rail links as most journeys would fall within 400m or approx. 5 minutes' walk. However, Option 3 is located further from the existing facilities in Kirk Hammerton (primary school, local shop), Green Hammerton (village hall, local shop, GP, pub, post office) and Whixley (pub, village hall, local shop). Whilst these facilities are likely to play a part in meeting local needs, it is expected that additional facilities will be available in the new local centres and proximity to railway stations will have a greater impact on reducing the need to travel by private car as this offers links to major employment centres.
- 4.15.5 Option 2 provides housing in a more linear fashion along the northern edge of the railway line and therefore whilst much of the housing would fall within very close proximity to the railway station and local centre, housing development further east and west would result in greater walking distances and times in this respect. The employment centre located just outside the 400m (or 5 minute walking radius). The concept diagram also shows development on both sides of the A59, meaning the potential for increased walking times and a less attractive route due the physical barrier of the A59 and the need for crossing at specific points where bridge or other safe crossing points are provided. Development on the eastern side of this option would lie in close proximity to Green Hammerton (and Kirk Hammerton, albeit over the A59) but the western fringes of the settlement could be approx. 2km from facilities there.
- 4.15.6 Option 1 reroutes the A59, but would retain the existing road through the new settlement. It locates the local centre just outside of the 400m (approx 5 min walk) to the railway station. The concept diagram shows housing dispersed into smaller clusters which in some cases would locate housing closer to existing services and also Hammerton railway station on the eastern extent of the area. Development is focused along a road and railway stations are more peripheral, rather than a central focus, in this option. At this stage it is not clear how quickly new facilities would come forward and whether there would be an increased need to travel in the short term. However, the rail links are already in existence providing good links to Harrogate, Leeds and York.

- 4.15.7 All options will generate greater levels of traffic on the A59 that will require mitigation at certain points on the highway network from both a capacity and in all likelihood a safety perspective. Therefore all options would be expected to generate some level of safety improvements at junctions where mitigation is required. Whilst any transport assessment associated with a final planning application would be expected to fully consider road safety there does appear to be some risk that, where the settlement is split in any form by the A59 and bridge crossings are required to link services with housing, there could be vulnerable road users undertaking dangerous movements to reach a service as quickly as possible. This may involve crossing the A59 across the road surface rather than over a bridge if the safe route is longer. The level of this risk would have to be assessed through the appropriate channels but does appear to merit consideration. This type of issue is not considered to be as applicable to the rail line, although having the rail line through the centre of the settlement could reduce trespass as there would be greater visibility and more property adjoining it. All options have the potential to improve road safety to an extent.
- 4.15.8 Option 1 and 2 include development on both sides of the A59 (both existing and re-routed in the case of Option 1) would be expected to provide safer access to and crossings over the A59 (although there is a risk that people may not choose safe crossing options). Option 3 may be less likely to require improved crossings and access to the same extent, however the option does not involve crossing the A59 to access a local centre, which would be the case for Option 1 and to a lesser extent Option 2.
- 4.15.9 In terms of enabling transport infrastructure improvements such as improved parking provision and facilities at railway stations, Options 1 and 2 may be more likely to enable improvements as a result of focusing funding on site. Infrastructure to enable increased bus provision is capable of being included in all options, but the likelihood of increased service provision is more uncertain due to competition with the existing rail corridor which enables shorter journey times to major employment areas.

- 4.15.10 Overall, Option 1 is predicted to have a significant positive effect on transport by ensuring that new development has relatively good access to existing and new local facilities on foot. Growth would also be well located with regards to the train stations and new employment, though not all new communities would benefit the same in this respect. In terms of access to employment outside of the new settlement location, it is likely that there would be some positive trends. However, the distance to the train station could make it less likely that some people would use this mode (though improved parking facilities could help to encourage park and ride behaviours). For this reason, there is some uncertainty whether the effects would be significant in terms of encouraging modal shift.
- 4.15.11 Overall, Option 2 is predicted to have potential significant positive effects with regards to encouraging modal shift. Similar to Option 1, this is due to much of the new proposed growth being within walking distance of existing or new facilities. Access to the train stations would be better for a larger proportion of the population compared to Option 1 though, making it marginally preferable.
- 4.15.12 Overall, Option 3 is predicted to have a significant positive effect in terms of transportation. In particular, most new communities would have good access on foot to rail, local employment and a new local centre. This option is therefore more likely to generate significant changes to modes of commuting. Local car trips could increase compared to Options 1 and 2 given that the relationship to existing settlements is less strong. However, the potential to strengthen cycling and walking routes could help to offset this. In this respect, Option 3 is ranked as the most preferable.

4.16 Objective 12: Support and maintain a strong and sustainable local economy

Option 1	Option 2	Option 3
Significant positive (Likely)	Significant positive (Likely)	Significant positive (Likely)

- 4.16.1 The development of the new settlement will support investment in the area and provide accommodation for a growing workforce. Employment opportunities will be provided in all options in the local centre and all options are proposed to deliver a sizeable amount of employment land which will also provide employment opportunities.
- 4.16.2 An indicative area for the employment land (5ha) is shown on each concept option. The employment area in Option 1 is shown adjacent to the A59 on the eastern side of Green Hammerton, approximately 500m from Hammerton Station (on the other side of the re-routed A59). Option 2 shows the employment area on the western side of Green Hammerton, adjacent to the A59 and approximately 500m from Cattal Station. Option 3 locates the employment directly adjacent to Cattal Station. All the indicative employment areas have potential for good road links to the A59 and all could achieve walking or cycling access to a railway station, although Option 3 locates the employment directly adjacent to Cattal Railway station.
- 4.16.3 Significant work opportunities will also be generated during the construction phases and there may be opportunities to link demand for construction skills with apprenticeships with local education facilities and Cattal and Hammerton stations offer good rail links to York and Leeds colleges.
- 4.16.4 There are a range of businesses within and adjacent to the broad area of search including village shops, pubs, boutique shops and home based crafts businesses. It is assumed all options could have a positive impact on these businesses by increasing footfall. Though there would be a loss of a nursery employment site for Option 3, it is expected this would be relocated, so it would not be expected to result in a loss of employment opportunities here.
- 4.16.5 Changes in land use could potentially affect existing rural economic activity, although this is not anticipated to be significant given the economic benefits of the new settlement in terms of employment opportunities. Moreover, it is likely that increased population in the area will create demand for diversification of rural economies.

4.17 Summary of Findings

- 4.17.1 The principle and scale of a new settlement within the Green Hammerton/Cattal broad location was established through the adopted Harrogate District Local Plan (Policy DM4). The Local Plan was also the subject of a sustainability appraisal. SA Addendum 2 of the adopted Local Plan provides a comparative assessment of broad locations that the Council considered for a new settlement.
- 4.17.2 This appraisal of reasonable alternative options concluded that the Hammerton/Cattal broad location should be selected as the preferred Broad Location for growth. It sits within the key public transport corridor and offers the added advantage of having two operational rail stations. The area of land promoted offers significant scope to define the optimum boundary and deliver effective place making, alongside delivery of necessary infrastructure.
- 4.17.3 The significance of effects of each of the options should therefore be considered within this context, i.e. that the DPD seeks to deliver growth the scale and broad type of which has already been determined and appraised.
- 4.17.4 The SA findings show that the options perform similarly across a range of SA topics, which is to be expected given that each involve the same broad location and scale of growth. For housing, health and wellbeing, climate change, landscape, soil, water and flood risk, each option is predicted to have broadly similar effects.
- 4.17.5 The main points of difference relate to air quality, biodiversity, heritage and transport.
- 4.17.6 In relation to objective 1 (Air quality), the point of difference is very small, with Option 1 identified as having likely negative effects, whereas Options 2 and 3 potential negative effects are noted, the difference being due to the potential re-routing of the A59 as part of Option 1.
- 4.17.7 For biodiversity, the potential for significant negative effects is considered to be higher for Option 3 compared to Options 1 and 2, due to the proximity to Aubert Ings SSSI. These are not definite effects though and could potentially be mitigated, hence the uncertain / potential nature of effects.
- 4.17.8 For heritage, Option 3 performs most favourably as it would be less intrusive in terms of the character of existing settlements and would be less likely to lead to coalescence effects.
- 4.17.9 For transport, the potential for significant positive effects is considered to be greater for Option 3, and there is less uncertainty as the focus of growth around Cattal station should help to boost and encourage rail travel.

	Option 1	Option 2	Option 3

Air quality		?	?
Biodiversity		?	?
Flood Risk			
Climate change	?	?	?
Heritage	?		
Landscape	?	?	?
Soil			
Water	?	?	?
Housing			
Health and Wellbeing			
Transport	?	?	
Economy			

4.18 Rationale for selecting the preferred approach

4.18.1 In conclusion, when assessed against the SA framework, Option 3 performs marginally better than either of the other two options. This mirrors the conclusions of the Gillespie's assessment of the options as they drew up the concept framework. This concluded that Option 3 had slightly more positives than negatives, notably:

- The sustainable travel opportunities presented by the focus around an enhanced Cattal rail station, as opposed to a significant rerouting of the A59
- Facilities clustered around Cattal station as a community hub
- A sensitive arrangement of development and greenspace, minimising impact on nearby conservation area villages and the landscape setting
- The option is in line with stakeholder emphasis on steering development away from the existing conservation area villages – as communicated in stakeholder events
- Facilities clustered around the station are approximately 1,200m from nearby villages - enhanced connectivity can be further developed
- A land promoter is in place to support and progress delivery of an approach similar to this spatial option.

5. What are the appraisal findings at this current stage?

5.1 Introduction

- 5.1.1 The aim of this chapter is to present appraisal findings and recommendations in relation to the Regulation 19 version of the DPD.
- 5.1.2 It is important to understand the effects of the Plan in its entirety as policies do not work in isolation. Therefore, whilst every policy within the Plan has been considered, the effects are not discussed systematically on a policy-by-policy basis. Rather, the combined / cumulative effects of the policies are discussed for each SA Topic.
- 5.1.3 The appraisal builds upon the work which was undertaken at issues and options stage, but is updated to reflect any tweaks to the strategy and any detail that is added through new policies.
- 5.1.4 The predicted effects are recorded in line with the significance scale outlined below.
- 5.1.5 Significance is determined by professional judgement, taking into account a range of factors including the magnitude, likelihood, permanence, geographical scale and sensitivity of receptors. When determining significance it is important to compare the effects of the Plan to the 'projected baseline', which is what would be likely to happen in the absence of a new Plan (i.e. existing policies, plans and programmes would still be in place, as well as a national framework for Planning that would need to be taken into account).

Nature of Effects	Likely effects	Potential / uncertain
Significant positive effects		?
Minor positive effects		?
Neutral effects		?
Minor negative effects		?
Significant negative effects		?

5.2 Objective 1: To protect, conserve and enhance air quality

Neutral effects

- 5.2.1 The DPD has the potential to affect air quality within the site area and also in the immediate vicinity, through the creation of new and busier road networks in what is currently a predominantly rural area. However, air quality is generally good across the District and the broad area of search for the new settlement is not highlighted as being of concern for air quality and therefore the new settlement is not likely to impact significantly upon air quality objectives.
- 5.2.2 The DPD does not set out direct measures to safeguard air quality, but a series of indirect interventions required through policies in relation to open space / green infrastructure and travel should help mitigate effects.
- 5.2.3 The indicative masterplan and policies set out a series of open spaces, recreational spaces and green linkages throughout the settlement in-between residential areas and along key transport corridors including the A59 and the rail line. This should help mitigate cumulative impacts on air quality and reduce the exposure of new residential areas from potential localised concentrations of poor air quality.
- 5.2.4 The masterplan and policies seek to concentrate housing, employment, services and community facilities in closer proximity to the rail station and new bus connections. Policy NS30 seeks to reduce the reliance on private cars by encouraging design which capitalises on opportunities for active travel, including; walking and cycling and good bus and rail accessibility, including multi-modal connections for new communities. Detailed measures to achieve this are set out in Policies NS31 to NS35. Policy NS37 further proposes measures to manage private car-based travel demand including car sharing schemes. Encouraging a transition away from private car usage should help minimise any negative effects on air quality in the short-term by reducing the potential for carbon and particulate matter based emissions.
- 5.2.5 There is potential for impacts on air quality during the construction phases. However, such effects would also be short-term and can likely be largely managed through an effective management plan, as required under Policy NE1 of the Local Plan.

- 5.2.6 Overall, the DPD is predicted to lead to **neutral effects** with regards to air quality. Whilst increased growth will no doubt lead to poorer air quality in a largely rural area, this is unavoidable given that the area of search and development here is locked-in through the Local Plan. However, the layout of development will help to encourage modal shift, and several policies will indirectly have benefits with regards to managing air quality. Therefore, the DPD is unlikely to worsen the situation.

5.3 Objective 2: Protect and enhance the function and connectivity of biodiversity habitats and species

Potential minor negative effect

- 5.3.1 The new settlement area mostly comprises agricultural land, the ecological value of which is currently unknown, but current landforms and use suggest that the land is not likely to be of high ecological value. Therefore, development provides good potential to achieve biodiversity net gain. In this regard, Policy NS13 seeks to secure gains by requiring development to achieve a 10% settlement wide net gain in biodiversity value. This detail extends beyond Local Plan requirements for a non-quantified net gain and should safeguard improvements ahead of mandatory legal requirements for a 10% net gain anticipated in late 2023. Positive effects are further likely as the policy requires this to be delivered within or adjacent to the site, ensuring biodiversity improvements are secured locally and are directly effective in offsetting harm to habitats as a result of development.
- 5.3.2 The indicative masterplan and DPD policies propose substantial new green and blue infrastructure throughout the area including green space, ecological corridors, SuDS and water ponds / areas of wetland. This includes connections between habitats including protected habitats such as areas of deciduous woodland and the safeguarding of existing wildlife corridors. Requirements in the DPD to deliver new green infrastructure and waterbodies should also contribute towards resilience against climate change, especially were policy requirements to enhance riparian habitats to help deliver Water Framework Directive objectives are realised.
- 5.3.3 The DPD safeguards against short-term impacts to species by requiring new habitat to be delivered alongside development phases to avoid habitat loss during construction. The DPD further requires development to provide targeted enhancements to specific vulnerable species such as bats and hedgehogs through design. In an attempt to safeguard biodiversity in the longer term, residents and stakeholder engagement is encouraged to secure gains in biodiversity in perpetuity.

- 5.3.4 The new settlement area lies in relatively close proximity to Kirk Deighton SAC (approx 8km to the south west). This site contains Great Crested Newts within a 'standing open water and canal' habitat type which is sensitive to nitrogen. Natural England raised concern about the impact on this site during the Local Plan Publication consultation. Air quality dispersion modelling was undertaken in response to this which considered the impact of the Local Plan as a whole (therefore including the new settlement in the broad area of search) and was based on modelling of the Affected Road Network (ARN). The work showed that the estimated traffic increase from development (as well as forecast growth in other areas and predicted trends in car ownership etc.) would not generate a significant increase in the average annual daily traffic flows on the roads closest to the SSSI (Ox Moor Lane and Cattal Street). As a result, it is not anticipated that the new settlement would have a significant impact on the SAC.
- 5.3.5 Aubert Ings SSSI lies in fairly close proximity to the south of the new settlement area and comprises an area of lowland grassland. At present, while there is no public right of way within the SSSI, it is used informally by local residents. Housing growth at the new settlement could result in harm to the notified features of the protected site through increased trampling, dog fouling, impacts on management and urban edge effects such as fly tipping and anti-social behaviour. The SSSI is vulnerable due to its small size and attractive location along the River Nidd. However, the DPD identifies two alternative semi-natural destination points to the SSSI and proposes walking routes from within the proposed urban areas to walking paths within these destination points. This should help safeguard the intrinsic value of the SSSI by encouraging new residents to use alternative spaces for recreation, although this would increase such pressures at these lesser sensitive habitats. Furthermore, the DPD seeks to deliver a series of public rights of ways, open space, and green infrastructure which would also provide alternative recreational environs to residents.

- 5.3.6 There is also a potential impact on the Aubert Ings SSSI from increased air pollution from increased traffic flows. However, traffic modelling work undertaken for the Local Plan shows that the anticipated increase in average annual daily traffic on Ox Moor Lane and Cattal Street at Cattal is not considered significant by Natural England's standard methodology (1). Furthermore, effects associated with potential impacts on air quality as a result of development alone is established through the site allocation in the Local Plan and thus forms part of the baseline to an extent. The DPD seeks to reduce the reliance on private car by proposing good public transport links and supporting an urban environment designed to encourage active forms of travel for shorter journeys. Whilst this should reduce the reliance on private car and associated emissions, the additional detail in the DPD is not considered to result in any significant changes to the established baseline in this regard.
- 5.3.7 Overall, a potential **minor negative effect** is predicted, as the DPD will support the growth of housing in a sensitive area in close proximity to important environmental designations and on a site area containing important habitats. However, the DPD builds upon the safeguarding measures set out in the Local Plan and provides good detailing to help mitigate potential adverse effects on all sensitive sites and achieve a biodiversity net gain. In the longer term, the effects could therefore be positive.

5.4 Objective 3: Support the resilience of the Green Hammerton / Cattal area to flood risk

Significant positive effects

- 5.4.1 The DPD seek to incorporate substantial amounts of green and blue infrastructure to support adaptation to the potential effects of climate change. This includes a series of green and blue infrastructure corridors and areas throughout the new settlement, particularly along the Kirk Hammerton Beck, areas at risk of fluvial and surface water flooding, and habitats of biodiversity importance.
- 5.4.2 The new settlement area falls predominantly within Flood Zone 1, although a stretch of Flood Zones 2 and 3 runs along Kirk Hammerton Beck. The risk of fluvial flooding is therefore relatively low. However, there is potential for adverse effects as a result of additional surface water discharge on nearby water courses. The DPD seeks to address this by requiring the development of the new settlement to be guided by a masterplan based on a detailed flood risk assessment which considers current and projected flood risk as a result of climate change.
- 5.4.3 Policy NS11 requires areas identified to be at risk of fluvial flooding to comprise green and blue infrastructure and for SuDS to discharge to ground or surface water bodies. The policy further requires development to ensure properties and people within the new settlement are resilient to the impact of flooding (through avoidance) and to reduce and increase resilience to flood risk off-site (possibly helping to limit peak flow rates). This should safeguard communities and property within the new settlement and benefit communities in the wider area, in particular Kirk Hammerton from reduced susceptibility to fluvial flooding from the Beck intersecting the village.
- 5.4.4 Several small areas of high and medium surface water flood risk exist in the new settlement area. These are dispersed with large areas of very low flood risk in-between giving more drainage opportunities and therefore the risk and potential significance of surface water flood risk is low. However, with the geology of the area being predominantly heavy clay soils, the potential for infiltration drainage is reduced and discharge into watercourses would exacerbate fluvial flood risk. The DPD seeks to address this with Policy NS11 requiring areas currently and projected as a result of climate change to be at risk of surface water flooding to comprise green and blue infrastructure and include additional features capable to contribute to storm water attenuation.

- 5.4.5 The DPD further seeks development to explore the viability for soakaways and incorporate wetlands, whilst broadly providing flexibility in addressing surface water flood risk. It is considered that exploring alternative methods to natural infiltration including soakaways, permeable cellular pavements, grassed swales, infiltration trenches, wetlands, ponds and green roofs, can assist in dealing with surface water at source on site under these ground conditions.
- 5.4.6 Overall, it is considered that **significant positive effects** would arise. Despite a loss of greenspace (which is inevitable given the Local Plan allocation), the DPD should ensure that natural drainage solutions are incorporated into development and areas at risk of flooding are safeguarded for green and blue infrastructure, thus protecting existing and new communities and property from flood risk. Requirements for development to reduce flood risk and increase resilience off-site should result in a net improvement in resilience in the wider area and positively contributing to wider catchment management.

5.5 Objective 4: Contribute to climate change mitigation

Significant positive effects

- 5.5.1 The indicative masterplan and DPD policies propose substantial amounts of green and blue infrastructure. This includes requirements for residential areas to be encircled with green infrastructure and the built environment intersected by open spaces, mitigating potential urban heating effects.
- 5.5.2 Similarly, protecting land at present and likely to be at risk of fluvial flooding based on climate change predictions, reducing off-site flood risk and increasing resilience elsewhere will help mitigate potential effects of climate change from a less sensitive and adaptive urban environment.

- 5.5.3 The DPD and supporting climate change strategy seeks to reduce the overall need to travel and travel from less sustainable modes through the provision of direct, safe and practical walking, cycle and bus routes and infrastructure, and by discouraging private car use for short journeys through urban design. This is further supported by measures to support car sharing schemes, sustainable options for last-mile deliveries, provision of high-speed internet to support home working and the widespread provision of EV charging infrastructure in the new settlement. This should support the transition away from private car use and associated externalities including carbon emissions and particulate matter which have adverse effects on air quality and the environment as a whole. With regards to travel, Policy NS5 in the DPD requires that development is supported by a net zero carbon movement strategy, with several specific requirements such as parking limits, electric vehicle charging, and ensuring 15 minute neighbourhoods.
- 5.5.4
- 5.5.5 Requirements to ensure through Section 106 agreements that infrastructure and service provision are in place from first occupation should support the adoption of sustainable alternatives and behaviour change amongst new residents and help positive impacts to be realised.
- 5.5.6 Climate Change Policy 4 in the climate change strategy aims for the construction of the new settlement to be resource efficient and to minimise sources which contribute to emissions including in materials, energy used during construction and from the design of buildings and infrastructure. The policy further requires this to be accompanied by an emissions audit as part of an embodied carbon and life-cycle emissions strategy to understand and evaluate the sustainability and collective impact of materials and construction on the environment and towards climate change. This should help guide and support climate change mitigation through sustainable construction. Policy NS8 of the DPD confirms these requirements, stipulating that audits should be based on recognised standards such as BS EN 15978.
- 5.5.7 The climate change strategy requires planning applications for the new settlement to be supported with a net zero energy strategy (As echoed in policy NS7). This is required to support emissions reduction in line with Harrogate's net zero 2038 target through an integrated approach for heating, power and transport. Policy NS4 in the DPD echoes this target, requiring that development should demonstrate how it contributes to zero carbon across all stages of development and throughout their lifecycle. Likewise, Policy NS7

- 5.5.8 Climate Change Policy 3 in the strategy further requires the energy generation mix within the development to not include fossil fuels and instead encourages the use of renewable alternatives including solar photovoltaics. The policy further requires proposals to exceed building regulation requirements for reduced carbon emissions from residual energy demand and sets out a monitoring strategy over a 5-year period to ensure development meets the aspirational conditions. Policy NS7 in the DPD confirms that a 20% reduction in emissions relative to Part L of the building regulations will be sought, and also requires an established monitoring regime whereby at least 30% of new buildings will need to be assessed to ensure they are performing.
- 5.5.9 These measures should ensure that almost a large amount of energy needs for the new settlement are derived from sustainable and renewable sources and that development maximises energy efficiency to reduce the requirement for energy generation. This should help minimise the direct and indirect contribution of the developments towards carbon emissions, with the monitoring strategy safeguarding the positive effects and ensuring that the development achieves a low to net zero carbon status in the longer term.
- 5.5.10 The long-term resilience of the new settlement is sought to be safeguarded through a requirement for planning applications to be supported by a climate resilience strategy. The strategy requires development including buildings and the public realm to demonstrate resilience under reasonable worst case scenarios including resilience from extreme weather and flood risk, resilient habitats to preserve the ecosystem and conditions to avoid overheating within buildings and suitable microclimate. This should help safeguard the new settlement from adverse effects as a result of climate change.
- 5.5.11 Overall, the DPD and the accompanying climate change strategy is predicted to result in **significant positive effects** on the climate change mitigation objective, as it seeks to minimise the contribution the new settlement will make towards exacerbating climate change and make the settlement resilient in the long term from changes in climate. The measures proposed are much more proactive than the Local Plan on its own, and therefore the baseline position is likely to improve.

5.6 Objective 5: Protect, enhance and manage the distinctive character and appearance of the historic environment

Potential minor negative effects

- 5.6.1 There is potential for development in the new settlement to impact on the setting and significance of a wide range of heritage assets - including Conservation Areas, listed buildings and non-designated heritage assets. The new settlement is predicted to lead to some negative effects, as the change from rural landscape to residential settlement will significantly change the settlement pattern and character of the wider rural setting of the neighbouring villages, designated and non-designated heritage assets contained therein, as well as historic farmsteads and individual properties peppered across the landscape in the vicinity. The rural setting and context of these traditional farmsteads and country houses is integral to their legibility and significance. However, with the broad location and the scale of development at the new settlement pre-established in the Local Plan, these effects can be considered to form the baseline. The onus should therefore be on the extent to which the DPD avoids negative effects and promotes positives.
- 5.6.2 *Conservation Areas* - Both Kirk Hammerton and Green Hammerton villages and respective Conservation Areas are rural in character; being surrounded by open fields which contribute to their characters. Even where the fields are screened by hedges or partially screened by trees, it is the absence of buildings that is important. This is also the case when considering the setting of the Grade I listed church at Kirk Hammerton. Comprehensive development has the potential to impact on the Kirk Hammerton and Green Hammerton Conservation Areas, causing harm through the loss of rural context and coalescence. Such effects are greater for the Kirk Hammerton Conservation Area, where the New Settlement area falls within key vistas to the north west and south west, as identified in the Conservation Area Appraisal.

- 5.6.3 The DPD seeks to address adverse effects by designating a wide strategic green gap between the proposed built-up area of the new settlement and villages to the east. This should avoid coalescence between settlements, protecting the distinct identity and character of individual settlements. This should also reduce the harm to the rural character of the villages and their Conservation Areas from the loss of rurality and openness of the surrounding landscape. The indicative masterplan further proposes green spaces along the area of the new settlement in direct view of the key vistas from Kirk Hammerton. This is supported by requirements in Policy NS16 for development to minimise impacts on the key vistas and views from other locations, as well as impacts from the introduction of development to the west of Kirk Hammerton. This should help safeguard important views from key vistas, although some disturbances are still likely as a result of development (which could also be somewhat mitigated through landscaping and screening).
- 5.6.4 There is potential for the new settlement to have adverse impacts upon the significance and setting of the Grade II* Listed Thornville House (and a range of other supporting Grade II Listed features) which lies to the southeast and the significance, setting and rural context of the Grade II Listed Providence House which enjoys a prominent position north of the A59. The DPD seeks to safeguard the significance and setting of these heritage assets by setting out criteria to be considered for development in their wider setting. This should encourage more sensitive design by requiring development to demonstrate how impacts are minimised through the design of development.
- 5.6.5 The policies in the DPD set out a series of measures to safeguard the historic significance of specific heritage assets likely to be physically affected as a result of growth and development. This includes requirements for consultation with relevant statutory bodies for any alterations to Cattal Bridge to accommodate potential increase in traffic. This also includes the return to its original position of the milestone near Providence House if required to be temporarily moved during construction. Whilst such requirements would likely be secured anyway through the planning consent process, the policy provisions will provide important clarity to developers and help ensure such measures are safeguarded.

- 5.6.6 *Archaeology* - The DPD requires archaeological investigations to be undertaken at an early stage of the detailed masterplanning for each phase of the new settlement development. This should allow for the investigation outcomes to guide the detailed design and increase opportunities for the preservation of important archaeological features. Requirements for the conservation of scheduled monuments and elements including the setting of an archaeological site of national importance should further support the preservation of important archaeological features. However, the DPD does not afford protection to less significant remains or safeguard their interest by requiring a programme of investigation, recording and public dissemination of results where development would result in the loss of archaeological features considered to be of low significance. This is a potential area of enhancement.
- 5.6.7 *Railway Assets* - Kirk Hammerton Signal Box and the other buildings at this station are designated heritage assets of national significance. Cattal station, Signal Box and Victoria Pub are non-designated heritage assets of local significance and are an important part of railway heritage, easily identified by their architecture. Development would need to respect these buildings which are features of local cultural importance. Whilst the DPD does not set out direct policy measures to safeguard the interests of these heritage assets, protection afforded for the preservation of designated and non-designated heritage assets in the DPD and Local Plan should help preserve their historic and cultural interest. Furthermore, the placement of the local centre adjacent to these assets should help sustain the long-term use of these buildings and increase their viability for commercial uses.
- 5.6.8 Development in the area could support access to and interpretation of the railway assets through design which respects and/or enhances their provenance. Information boards and heritage trails could help promote the significance and understanding of these assets, as well as the heritage assets in the wider area. Opportunities could also be taken to maintain and celebrate key views and vistas. However, the DPD does not set out policy measures to help secure such outcomes at the detailed planning stage. In this respect, effects are considered to be neutral.

- 5.6.9 The DPD is predicted to have a cumulative potential positive effect. Whilst the development of the new settlement is likely to result in some harm to designated and non-designated heritage assets and features, these effects are considered to be pre-established from the allocation of the broad area for strategic development. However, the DPD sets out a fairly detailed framework supported with a sensitive indicative masterplan to minimise potential adverse effects and support the preservation of important historic and cultural features. This includes the safeguarding of land through green spaces and a green gap to help preserve the character and setting of Thornville House and nearby villages, and their respective Conservation Areas. This also includes policy measures to safeguard the intrinsic significance and the settings of heritage assets and features.
- 5.6.10 Overall, despite there being sensitive heritage assets within the new settlement area, the plan policies seek to avoid and mitigate negative effects whilst making a positive use of buildings and assets that have local historic importance. This should help to ensure that significant negative effects are avoided. Therefore, overall only potential **minor negative effects** are predicted.

5.7 Objective 6: Ensure that development protects and complements important landscape features whilst retaining a rural character

Minor negative effects

- 5.7.1 The new settlement area is largely rural and undeveloped and therefore its comprehensive development is likely to have significant impacts on landscape character at a localised scale, from the loss of the openness of the landscape, change in setting and through the potential harm to important landscape features. However, whilst the DPD provides important detail to support the delivery of development, the scale and broad location of the growth proposed is already established in the Local Plan. In this respect, the DPD is not predicted to cause adverse effects on landscape character as a result of the scale and broad location of the development proposed.
- 5.7.2 The indicative masterplan and supporting policies propose large areas of green space and green and blue infrastructure including open spaces within built up areas. The integration of such features within and around the proposed built-up areas should reduce the overall prominence of the new settlement in the landscape.
- 5.7.3 The DPD further supports the use of a soft rural edge across outer areas where appropriate to allow for a more sensitive transition along the rural-urban fringe. This is supported by the spatial strategy of the indicative masterplan which places low density development including schools and playing fields on the settlement edge. However, the DPD does not set out the broad locations to where a soft rural edge or an urban frontage would be appropriate, which might not fully realise the potential of the Plan to secure improvements.
- 5.7.4 The indicative masterplan and Policy NS2 set out an area of separation between the proposed built-up area of the new settlement and nearby villages. This should help preserve the rural setting and the open character of the landscape surrounding Kirk Hammerton and Green Hammerton, and avoid coalescence between settlements.

- 5.7.5 The DPD does not seek to directly address tranquillity and light pollution in the new settlement. However, the Plan does set out requirements for some green spaces which provide quiet areas for people and wildlife. Other measures such as encircling residential areas and transport corridors with green infrastructure should reduce the severance effects of urbanisation, light and noise pollution, whilst contributing towards a sense of rurality.
- 5.7.6 The DPD proposes a series of new public rights of ways within, to nearby villages and to surrounding open countryside. Links from the existing villages to countryside and rights of way are currently poor and therefore the Plan provides opportunities to improve access and linkages to open space and countryside for both existing and new communities. Whilst the new settlement area does not fall within the North Yorkshire Moors National Park, Yorkshire Dales National Park, Howardian Hills or Nidderdale AONB, the new settlement area does enjoy good road access to these areas. These landscape designations are valuable and sensitive landscape assets which require protection from potential growth and excessive recreational pressures. Ensuring an attractive range of green infrastructure assets and linkages to surrounding countryside will help mitigate this impact.
- 5.7.7 Overall, the Plan is likely to reduce the significance of negative effects that might otherwise occur as a result of large scale development in this location. As such, likely **minor negative effects** are predicted.

5.8 Objective 7: Minimise the avoidable loss of the most valuable soils and agricultural land

Minor negative effects

- 5.8.1 The new settlement area comprises agricultural land classed as Grade 2 (very good quality agricultural land) and Grade 3 (good to moderate quality agricultural land). Development of a new settlement would result in a permanent loss of agricultural land, much of which is classed as potentially being the best and most versatile. In this respect, negative effects are recorded. However, growth of this scale in this broad location is committed within the Local Plan, and so these effects are difficult to avoid through the new settlement DPD itself. In the context of agricultural land resources across the district and in the wider area, the effects are therefore not considered to be significant.
- 5.8.2 Local Plan Policy NE8 requires the masterplanning of larger sites to be informed by agricultural land classifications surveys with the aim of minimising any loss. Whilst detailed surveys are not available to inform this appraisal, the new settlement broadly overlaps with Grade 2 agricultural land. The indicative masterplan safeguards land to the east of the new settlement as a strategic green gap. Policy NS2 supports the use of this area for agricultural

purposes, although it is unclear if this falls within Grade 2 or 3 land, and if at the detailed planning stage if the land will be safeguarded for agricultural use. Nevertheless, it could help to reduce the magnitude of negative effects in terms of soil resources. Therefore, overall **minor negative effects** are predicted.

5.9 Objective 8: Protect and enhance the quality of watercourses, ground and surface water quality

Minor positive effects

- 5.9.1 Water quality may be affected by development of the new settlement in a number of ways. There could be effects at the construction stage, changes in surface water run-off, and development that disturbs groundwater aquifers.
- 5.9.2 The new settlement area falls within the G103 - Vale of York Groundwaters Nitrate Vulnerable Zones (NVZ) and the Nidd from Crimble Beck to River Ouse Surface Waters NVZ. In the absence of development, the presence of nitrates in water may persist given the agricultural nature of the land in this area. The DPD proposes substantial new residential and employment development, along with associated green and blue infrastructure, open space and community uses. Where these changes involve land that is currently used for agriculture, there is potential for a reduction in the amount of pollutants (nitrates that are generated from farming practices) that are washed into watercourses. The effects are therefore potentially positive, particularly for much of the area where there will be a change in active arable farmland.
- 5.9.3 There is potential for the urbanisation of the area to increase the risk of pollution in run-off with potential for adverse effects on the water quality of watercourses. However, the indicative masterplan and plan policies set out green infrastructure corridors along watercourses which should help avoid such effects from occurring.

- 5.9.4 The new settlement area falls broadly within flood zone 1 with the exception of a linear area along the Kirk Hammerton Beck adjacent to Gilsthwaite Lane. The indicative masterplan and supporting policies seek to safeguard areas at risk of fluvial flooding for green and blue infrastructure including water ponds and wetland habitats. Therefore, the potential for development to affect water quality in flood prone areas is considered to be low.
- 5.9.5 Policy NS13 sets out the requirement for the biodiversity net gain strategy to enhance riparian habitats and take opportunities to help deliver the Water Framework Directive's objectives. The DPD further supports the use of SuDS to address increased pressure on waste water and drainage networks. In this respect, the effects on water quality from new development are likely to be neutral.
- 5.9.6 Comprehensive development provides opportunities to incorporate measures to minimise water consumption. The DPD supports this by requiring open spaces within the new settlement to be water efficient and climate change resilient. Wider opportunities to reduce consumption within the built environment are also explicitly required (for example, through the requirement for higher levels of water efficiency in new homes, and BREEAM excellent for other developments).
- 5.9.7 Overall, positive effects are predicted in the long term, as the DPD supports the comprehensive delivery of green and blue infrastructure including SuDS, water ponds and other waterbodies to manage increased demand for waste water and drainage in a sustainable way that also safeguards water quality. There could be short term impacts on water quality associated with construction, but it is expected that these impacts would be dealt with through the development process. There will be an increase in water use in absolute terms, but this is already set out in the Local Plan through the commitment to a new settlement. Therefore, the effects of the DPD are considered to be neutral rather than negative. The DPD also explicitly requires new development to exceed current standards with regards to water use/efficiency, which should contribute to positive effects with regards to water usage.

5.10 Objective 9: Provide everyone with the opportunity to live in good quality, affordable housing which meets the needs of occupiers throughout their life

Significant positive effects

- 5.10.1 The new settlement is proposed to deliver a minimum of 3000 homes which will make a significant positive contribution to the provision of housing opportunities. The DPD policies require development to deliver a range of housing types, tenure and sizes in accordance with identified local housing needs and support a range of densities in residential areas to achieve the housing mix. Policy NS25 further requires 5% of housing to be provided as self-build plots.
- 5.10.2 Whilst positive in principle, the minimum quantum of development for the new settlement area is pre-established in the Local Plan. In this respect, positive effects would be expected regardless. However, the creation of a DPD that sets out the principles for development (backed by evidence), gives greater clarity and certainty to developers in terms of what is required and the phasing of development.
- 5.10.3 The DPD does not provide detail on the housing types and mix to be supported at the new settlement. This allows for flexibility in ensuring that new housing meets the needs of communities, but does not build upon the existing policy requirement in the Local Plan to encourage and safeguard a desirable housing mix to address local needs.
- 5.10.4 The DPD does not deviate from the Local Plan in regard to accessible and adaptable market housing, and thus neutral effects are predicted in this respect.
- 5.10.5 Policy NS23 sets out an affordable housing requirement of 40% subject to viability and a demonstrated need. The policy further encourages wheelchair accessible homes and bungalows. This should support the provision of affordable housing and provide a choice of affordable housing mix to meet the needs of all communities. However, the provisions in the DPD do not extend beyond the requirements in the Local Plan (Policy HS2), so the effects are not likely to be significantly different in this respect.

- 5.10.6 A local centre is proposed which will provide a range of services and aim to meet people's needs locally. The indicative masterplan places the local centre in a centralised location, with supporting DPD policies requiring residential areas within the new settlement and Green Hammerton and Kirk Hammerton further afield to be interlinked with walking, cycling and bus routes.
- 5.10.7 In terms of enhancing housing provision in existing communities, it is expected that the new Settlement will deliver a more balanced housing offer within the immediate vicinity of the existing villages, including a wider mix of housing types and sizes, tenures and homes with more potential for adaptation (scope for expansion or adaptation can be limited within Conservation Areas for example). Existing communities in nearby villages will also benefit from an increased local provision of affordable housing.
- 5.10.8 Overall, a **significant positive effect** is predicted.

5.11 Objective 10: Protect and improve the health and wellbeing of residents by enhancing the quality and accessibility of open space, facilities for recreation and health

Significant positive effect

- 5.11.1 The new settlement and surrounding area include several play areas, allotments and accessible green space. However, the new settlement area currently has inadequate access to outdoor sports facilities and parks. The DPD seeks to address this by requiring the new settlement to provide sport, open and green space, recreational facilities and parks to meet the needs arising from development, with the provision set in supplementary planning guidance to be used as a minimum starting point. This should help the new settlement meet the Accessible Natural Greenspace Standards and safeguard a minimum provision whilst providing developers with flexibility to incorporate additional recreational and open spaces to meet localised requirements.

- 5.11.2 It is further proposed that the Council will enter into a Section 106 agreement to implement new open space and for its future management and maintenance. This should help secure improvements in provision and ensure the quality and availability of recreational and open spaces is maintained in the long term. Policy NS14 further sets out a presumption against development that results in a loss of sport, open space, recreation or play facility except where an existing excess in provision can be demonstrated or where an equal size alternative is proposed. This should further help safeguard the provision of sports, recreation and open spaces in the long term.
- 5.11.3 The DPD proposes a compact urban environment with a series of direct, safe and segregated walking and cycle routes connecting residential areas to the railway station, employment, local schools, facilities and services, and other settlements nearby. The DPD further requires development to be designed to discourage short journey car trips. This should support active modes of travel and active lifestyles. Similarly, the proposed circular green walking and cycling loop, other walking and cycle paths intertwined with the green infrastructure network, and the proposed two alternative semi-natural habitats to the Aubert Ings SSSI, are likely to support higher levels of recreation by providing new residents and existing nearby communities with close access to natural and green environs for leisure use.
- 5.11.4 The DPD proposes a local centre to the north of Cattal Station, in a centric location to employment and residential areas. The local centre is required to provide a mix of retail, leisure, health, educational and community facilities, as well as civic and public spaces. Policy NS29 requires social and community infrastructure such as a GP, dentist and pharmacy to be co-located with other social facilities such as libraries and nurseries to reduce the need to travel. The indicative masterplan further locates primary schools distant to one another to serve local communities with the secondary school to the south east required to be connected with good walking, cycle and bus links and also falls within a walkable distance to existing communities in Kirk Hammerton. This should support accessibility for all community groups to a range of leisure, health and community facilities.
- 5.11.5 Centralising leisure, health and community services and facilities in the local centre will make the provision less accessible for communities at the periphery of the new settlement and existing communities further afield. However, requirements in the DPD for direct walking and cycle routes and good bus access into the local centre should reduce severance effects and the concentration of provision at a single highly accessible location could improve overall access.

- 5.11.6 Housing in areas at risk of fluvial flooding can have adverse effects on health and wellbeing both from the physical risk to health but also from indirect effects such as slower growth in house prices and higher insurance costs. Whilst the indicative masterplan proposes residential areas in proximity to the Kirk Hammerton Beck, the area at risk of fluvial flooding is safeguarded as green space and for flood alleviation measures such as water ponds and wetlands. The policy provision in the DPD is likely to safeguard new and existing communities from fluvial flood risk and avoid adverse effects on health from occurring.
- 5.11.7 Overall, significant positive effects are predicted for health and wellbeing, as the DPD seeks to secure the provision of new health, community and social infrastructure, as well as a coherent range of sport, recreational, open spaces, parks and green infrastructure in accessible locations.

5.12 Objective 11: Reduce the need to travel and support modal shift to active and sustainable modes of travel such as walking, cycling and public transport

Significant positive effect

- 5.12.1 The new settlement area is located along on a public transport corridor, with Cattal Station (and Hammerton Station to a lesser extent) providing frequent links to Harrogate, Leeds and York. The increased population and demand resulting from the new settlement will assist in maintaining existing services including attracting more passengers onto the Leeds-York rail service and the currently subsidised York-Green Hammerton-Boroughbridge-Ripon bus service. The increased population and demand should also provide opportunities to improve the provision of public transport from increased frequency and new services.
- 5.12.2 The DPD indicative masterplan locates the local centre, employment and the majority of housing in close proximity of Cattal Station, with the station occupying a fairly central location within the proposed settlement. This concentrated approach should encourage walking and cycling as an attractive option between the new housing, employment, local centre and rail links as most journeys would fall within 400m or approx. 5 minutes' walk. The spatial strategy and supporting policies should also reduce the overall need to travel from the comprehensive local provision of services and facilities, including provision less common in smaller settlements such as a secondary school, large employment areas and sport and recreational facilities.
- 5.12.3 The DPD encourages sustainable travel choices from requirements for a comprehensive network of walking and cycle routes linking residential areas to the local centre, employment, local facilities and Cattal Station within and to areas beyond the new settlement. Providing safe and direct pedestrian routes and segregated cycle paths will encourage these sustainable travel options for short journeys. The provision of secure cycle parking at Cattal Station for standard and electric bikes coupled with direct and segregated cycle routes to residential areas will also encourage cycling as an alternative to private car use for commuting. Encouraging design to orientate car parking to discourage local trips should further encourage sustainable travel choices.

- 5.12.4 It is anticipated that development will result in higher amounts of traffic along the A59. The DPD seeks to discourage car use for long distance travel by promoting public transport alternatives. The alternatives include ensuring all residents are within a walkable distance to new bus routes with connections within the new settlement, nearby settlements and further field. Co-locating cycle parking at core bus stops should further encourage sustainable multi-modal connections and avoid potential first-leg journeys by private car. The DPD also requires bus connections with Cattal Station and additional parking at the station to provide park and ride options for new and existing residents in the wider area. These measures should help reduce additional pressures on the A59 and encourage sustainable travel choices for long distance journeys including commuting to major employment opportunities in Leeds, Harrogate and York.
- 5.12.5 The new settlement will generate greater levels of traffic on the A59 that will require mitigation at certain points on the highway network from both a capacity and in all likelihood a safety perspective. Issues in relation to capacity are likely to be addressed at the detailed planning stage, supported by an appropriate transport assessment and modelling. However, Policy NS36 sets out a number of measures to mitigate and improve the highway network including the provision of two vehicular accesses on the A59, a series of junction improvements and the safeguarding of land to support the future dualling of the A59. This should provide developers with important clarity on potential highway improvements required to support the new settlement.
- 5.12.6 With regard to safety, the new settlement area does not extend to the north of the A59 and is thus unlikely to encourage movement in this direction. Otherwise, the DPD sets out measures to support a safe environment for all road users, with a focus to protect the most vulnerable road users (pedestrians and cyclists) from contact with vehicles. These measures include requirements for wide pedestrian pavements and segregated cycle routes along primary road routes and reduced speeds and priority for active travel modes in residential areas. The DPD further proposes junction improvements at Whixley crossroads, which is likely to deliver safety improvements at a highway intersect known to be susceptible to traffic collision.

5.12.7 Overall, the DPD is predicted to have a **significant positive effect** in terms of transportation. In particular, most new communities would have very good walking, cycle and bus access to rail, local employment and local facilities and services including a new local centre and to existing settlements nearby. This is also predicted to benefit existing communities from the provision of improved access into the new settlement area and its new service provision including community facilities and a park and ride option at Cattal Station. Local car trips are likely to arise but the DPD sets out a comprehensive range of safe and convenient alternative options to help offset this.

5.13 Objective 12: Support and maintain a strong and sustainable local economy

Significant positive effect

- 5.13.1 The development of the new settlement will support investment in the area and provide accommodation for a growing workforce. Employment opportunities will be provided in the local centre and from the 5 hectares of employment land proposed in the Local Plan and carried forward in the DPD.
- 5.13.2 The indicative masterplan proposes an employment area to the south of the train station, with the local centre nearby to the north, and the A59 to the north.. Placing the employment areas close to the local centre should support the vitality of the local centre whilst providing good access to ancillary uses and services for new businesses. The proposed employment land should be suited for employment uses which benefit from good public transport access such as office use, the proximity of the A59 could also make it suitable for edge of centre uses.
- 5.13.3 Policy NS27 sets out a number of provisions for the employment land. This includes requirements for a range of employment spaces and opportunities, which should support the diversification of the local economy, meet the employment needs of a wider group of people and provide suitable space for start-up / micro enterprises. Requirements for ultrafast fibre broadband infrastructure in employment areas should further provide businesses with suitable infrastructure for growth, particularly creative and information technology driven sectors which are heavily reliant on high broadband speeds.
- 5.13.4 Significant work opportunities will also be generated during the construction phases. There may be opportunities to link demand for construction skills with apprenticeships with local education facilities. Cattal and Hammerton stations also offer good rail links to York and Leeds colleges. However, the DPD does not set out explicit measures to secure training opportunities through development. Proposals for two primary schools and a secondary school should provide good access to education for young people, and could improve access and provision for existing communities at nearby villages.

- 5.13.5 There are a range of businesses in areas nearby the new settlement area including village shops, pubs, boutique shops and home based crafts businesses. It is assumed that businesses in the local area will experience an increase in footfall, which will have a positive impact in maintaining the vitality of local businesses. Proposals for a new local centre should further help increase and maintain local spending.
- 5.13.6 The new settlement will require the re-location of the existing nursery business at Cattal and result in some loss in farming activity (from the change in land use). This will result in some effects on the existing rural economic activity, but this is not anticipated to be significant given the economic benefits of the new settlement in terms of wider employment opportunities. These effects are also pre-established through Policy DM4 of the Local Plan. Moreover, it is likely that increased population in the area will create demand for the diversification of rural economies.

5.14 Conclusions

- 5.14.1 Overall, the Plan is predicted to have mostly positive effects, particularly in relation to socio-economic factors. Though the new settlement is 'committed' through the Local Plan, the DPD adds detail that should ensure that significant positive effects arise. The approach to housing and employment growth provides clarity on how development would be supported, which ought to ensure that significant positive effects are realised in relation to housing and employment. Likewise, a range of community facilities are identified in locations that should encourage healthy lifestyles and active travel. The focus of development and the local centre around Cattal train station will further support modal shift, which is significantly positive.
- 5.14.2 Significant positive effects are also predicted in relation to flood risk and climate change, as there is a clear emphasis on the provision of green and blue infrastructure, and contributing to climate change mitigation / resilience.
- 5.14.3 There are some environmental sensitivities associated with the new settlement area, and so negative effects are unavoidable for some SA topics. For example, landscape character will be affected in a rural setting and several heritage assets will be affected by a large-scale change in land use. However, the DPD seeks to mitigate effects through layout and specific identification of areas of open space and green infrastructure corridors. Given that the new settlement area is already established through the Local Plan, these measures help to reduce the severity of effects somewhat, and therefore minor negative effects remain.
- 5.14.4 Potential significant negative effects were identified in relation to biodiversity at the issues and options stage, but the Plan policies respond by explicitly identifying mitigation measures. In particular, pressure on the Aubert Ings SSSI ought to be managed through the creation of two new high quality areas of recreational land. There is also a requirement to implement biodiversity net gain, and so overall the residual effects on biodiversity are considered to be minor.

Table 5.1 Summary of the Local Plan effects

SA Objective	Effects of the whole Plan
Air quality	Neutral
Biodiversity	<i>Potential minor negative</i>
Flood Risk	Significant positive
Climate change	Significant positive
Heritage	<i>Potential minor negative</i>
Landscape	Minor negative
Soil	Minor negative
Water	Minor positive
Housing	<i>Potential significant positive</i>
Health and Wellbeing	Significant positive
Transport	Significant positive
Economy	Significant positive

5.15 Recommendations

- 5.15.1 The sustainability appraisal (SA) has been an iterative process, in which proposals for mitigation and enhancement have been considered at different stages.
- 5.15.2 As well as appraising options, draft versions of each plan policy have been appraised through the SA process, and a number of recommendations have been made at this stage, which are set out below.

Table 5.1: Recommendations and responses

Issue	Recommendation	Harrogate Council Response
Potential for negative effects on heritage in terms of archaeology.	Requiring a programme of investigation, recording and public dissemination of results where development would result in the loss of archaeological features considered to be of lower significance.	A Heritage Impact Assessment has been carried out which Historic England have been consulted on. Historic England are happy with the conclusions of the assessment.
New development will increase water usage. There is an opportunity to ensure this is minimised through the DPD.	With the addition of more explicit requirements relating to water efficiency in new developments / buildings, then the potential for minor positive effects would be more certain.	Policy NS10 strengthened to include the requirement for new development to implement higher standards of water use.

- 5.15.3 The DPD has been developed using a robust evidence base, taking into account a range of evidence, feedback from community consultation and key principles for creating a sustainable garden village. The Plan has sought to minimise negative effects, maximise positives and respond to identified issues at each stage. As a result, the proposed approach and the supporting policies are not predicted to generate any significant negative effects. Therefore, the recommendations for mitigation in the SA are relatively limited.

5.16 Monitoring

- 5.16.1 Identifying a framework of monitoring measures is a requirement of the SEA Regulations. At this stage, a range of indicators have been drafted, and these will be finalised once the Plan is adopted.
- 5.16.2 It is important to monitor the predicted effects in a sustainability appraisal as it provides a check on the accuracy of predicted effects and allows for unforeseen effects to be identified. Consequently, action to be taken as necessary (either to address unforeseen negative effects, or to take action where positive effects are not arising as foreseen).
- 5.16.3 Monitoring measures need to be related to the predicted effects as closely as possible to ensure that trends can be accurately tracked. However, there are limiting factors such as the availability of data collection sources and the practicality of gathering data regularly. It is therefore helpful to draw upon existing monitoring activities where appropriate, and to understand who will be responsible for collecting data. These factors will be explored prior to the monitoring measures being finalised.

Table 5.2 Monitoring the effects of the Plan

SA Objectives	Proposed monitoring indicators
<i>Air quality</i> Neutral effects are predicted.	No monitoring indicators identified as significant effects are considered unlikely.
<i>Biodiversity</i> Minor negative effects are predicted due to potential disturbance and loss of local features.	Though no significant effects are identified it would be useful to track the following: • Measurable net gain in biodiversity value on site. • Condition of Aubert Ings SSSI.
<i>Flood Risk</i> Significant positive effects are predicted in relation to the implementation of green and blue infrastructure	• Change in the rate of run-off on site. • Monitoring of SUDs.
<i>Climate change</i> Significant positive effects are predicted as the DPD seeks to	• Developments exceeding prevailing building regulations with regards to energy efficiency and carbon emissions.

- achieve low carbon developments whilst also implementing measures to improve resilience.
- Installed capacity of energy from non fossil-fuel based sources.
-

Heritage

- Minor negative effects are predicted due to the potential for negative effects on the setting of heritage assets.
- Conservation area appraisal updates.
 - Impact on the setting of Thornville House.
-

Landscape

- Minor negative effects are predicted due to the intrusion of development in the open countryside.
- Monitoring of green infrastructure scheme implementation.
 - Monitoring of strategic gap and open space implementation.
-

Soil

- Minor negative effects are predicted due to a loss of agricultural land and soil resources.
- Establish the quality of soil resources being lost.
 - Extent of agricultural land use within the new strategic gap.
-

Water

- Potential minor positive effects are predicted due to the implementation of SUDs and a reduction in nitrates from agricultural practices.
- Monitoring of green infrastructure scheme implementation.
 - Monitoring of SUDs implementation.
-

Housing

- Significant positive effects are predicted due to the introduction of a large amount of housing in the settlement.
- Annual completion of new housing.
 - % of affordable housing delivered.
 - Mix and type of housing delivered.

Health and Wellbeing

Significant positive effects are predicted in relation to the provision of new housing, social infrastructure and open space.

- Amount of open space created.
 - New community facilities secured.
-

Transport

Significant positive effects are predicted as the DPD supports modal shift and active travel.

- % of new homes within walking distance of local facilities and open space.
 - Rail patronage.
-

Economy

Significant positive effects are predicted

- Employment land created

6. What are the next steps?

- 6.1.1 The Council has identified a preferred approach for the layout of development for the New Settlement DPD and has written a range of supporting policies.
- 6.1.2 This SA Report has been prepared to document the SA process that has been undertaken throughout the Plan making process to date. This has involved an 'interim' stages where strategic concept options were assessed. The findings from this interim stage was set out in a standalone document, and the outputs have been incorporated into this full SA Report as appropriate.
- 6.1.3 Following on from an assessment of options, an appraisal of the draft Plan has been undertaken, enabling conclusions to be reached about the sustainability performance of the Plan when viewed 'as a whole' (i.e. the preferred concept option and accompanying policies). This process has been iterative and involved recommendations being made throughout in relation to mitigation and enhancement.
- 6.1.4 The SA Report will be consulted upon alongside the DPD at Regulation 19 (Pre-Submission stage). Following the consultation period, the Council will work towards the Submission of the Local Plan for independent Examination. Minor changes made between Reg19 and Submission may need to be accounted for in the SA Report, and therefore an update may be necessary.
- 6.1.5 The timetable moving towards Adoption of the Local Plan is set out in Table 6.1 below. At each of these stages, it may be necessary to undertake additional iterations of SA to account for changes/modifications to the Plan.

Table 6.1: Plan timetable

Plan Milestone	Timescale
Pre-Submission Local Plan Consultation	Beginning Oct – mid Nov 2022
Submission of the Local Plan	End Dec 2022
Examination	Summer 2023
Adoption	Autumn 2023

Appendix A: Scoping Report

Green Hammerton / Cattal New Settlement DPD:

Strategic Environmental Assessment
Scoping Report

Harrogate Borough Council

August 2018

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Acronyms

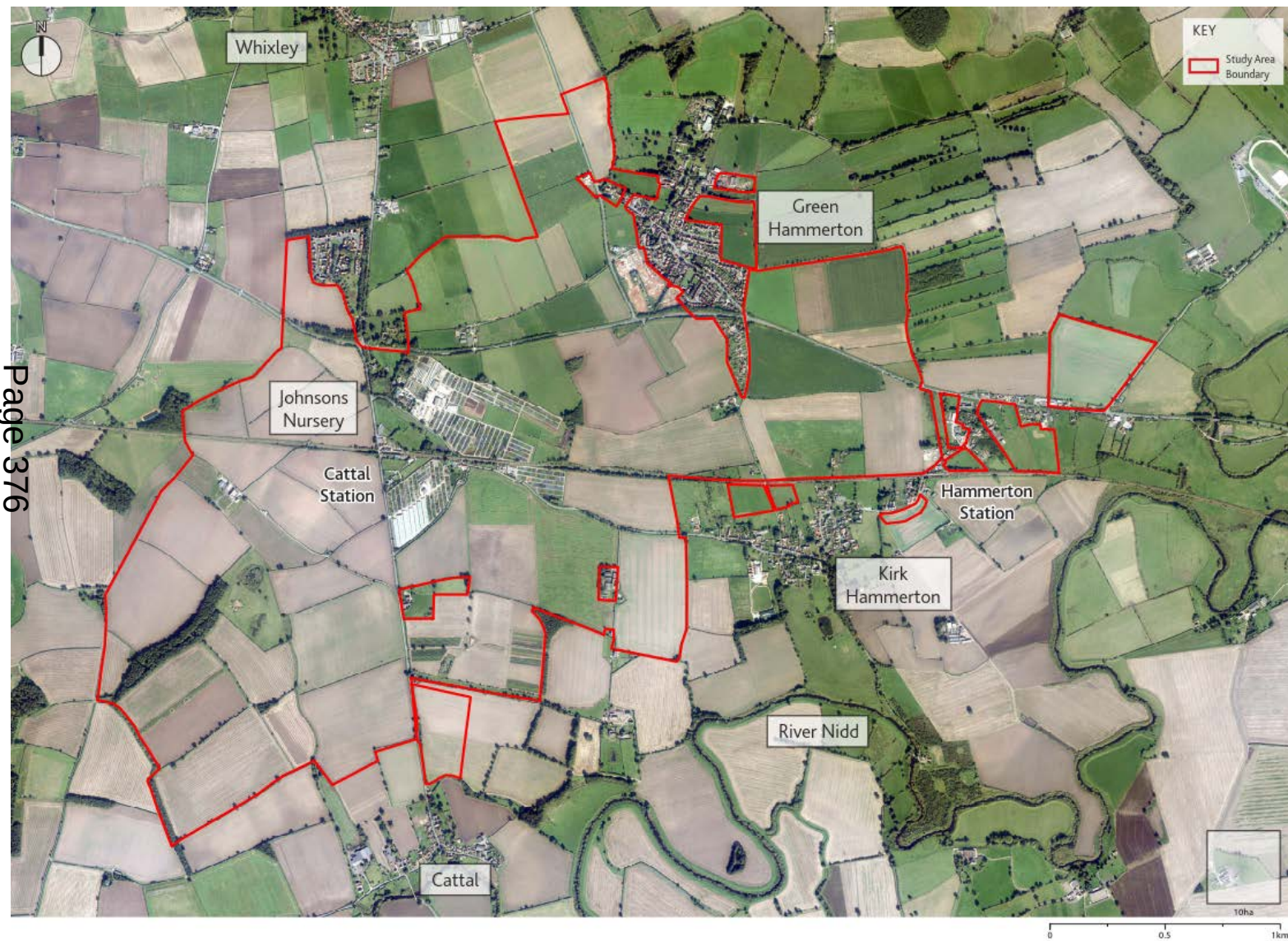
(AMR)	Annual Monitoring Report(s)
(DEFRA)	Department of Environment, Food and Rural Affairs
DPD	Development Plan Document
(EA)	Environment Agency
(GVA)	Gross Value Added
(MHCLG)	Ministry for Housing, Communities and Local Government
(IMD)	Index of Multiple Deprivation
(LEP)	Local Economic Partnership
(LNP)	Local Nature Partnership
(LNR)	Local Nature Reserves
(LSOAs)	Lower Super Output Areas
(LTP)	Local Transport Plan
(NNR)	National Nature Reserve
(NPPF)	National Planning Policy Framework
(ONS)	Office for National Statistics
SEA	Strategic Environmental Assessment

1. Introduction

1.1 Background

- 1.1.1. As illustrated in Figure 1.1, the Green Hammerton / Cattal New Settlement is a broad location earmarked for future strategic growth through draft Policy DM4 of the emerging Harrogate Borough Local Plan.
- 1.1.2. The New Settlement presents an opportunity for transformational long term growth comprising of a new mixed use development, including up to 3,000 new homes, around 5 hectares of employment land and ancillary transport and social infrastructure.
- 1.1.3. In order to support the delivery of the New Settlement, Harrogate Borough Council is in the process of producing a Development Plan Document (DPD). It has been determined that a Strategic Environmental Assessment (SEA) needs to be undertaken to assess the environmental impacts of the emerging Plan (alongside any reasonable alternatives).
- 1.1.4. AECOM has been commissioned by Harrogate Borough Council to prepare a Scoping Report for the New Settlement DPD; which is the first step in the SEA process.

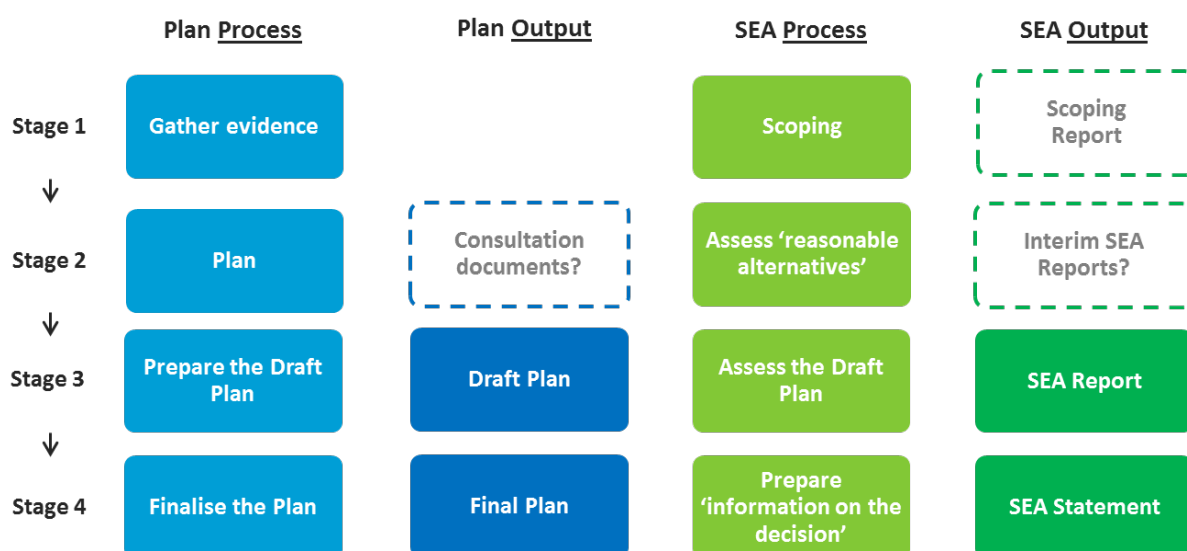
Figure 1.1: The Green Hammerton / Cattle New Settlement broad study area (Taken from Gillespies Concept Options Report, August 2018)



1.2 SEA explained

- 1.2.1. SEA is a mechanism for considering and communicating the likely significant effects of an emerging plan, and reasonable alternatives in terms of key environmental issues. The aim of SEA is to inform and influence the plan-making process with a view to avoiding or mitigating negative environmental effects and maximising positive effects.
- 1.2.2. The European Directive 2001/42/EC¹ requires certain plans to be subject to a SEA. This Directive is realised in the UK through Statutory Instrument 2004 No. 1633: The Environmental Assessment of Plans and Programmes Regulations 2004 (otherwise known as the SEA Regulations). These Regulations require an environmental assessment to be carried out on certain plans and programmes prepared by public authorities that are likely to have a significant effect upon the environment. The plan has been determined to require a Strategic Environmental Assessment. To meet this requirement, the plan is undergoing an SEA process which incorporates the requirements of the SEA Directive.
- 1.2.3. SEA can be viewed as a four-stage process that produces a number of statutory and non-statutory outputs. As illustrated in Figure 1.2 below, 'Scoping' is a mandatory process under the SEA Directive, but the publication of a scoping report is a voluntary (but useful) output.

Figure 1.2: SEA as a four step process



1.3 Introduction to scoping

- 1.3.1. One of the first stages in the SEA process is to establish what the key issues are that the appraisal should focus on. This is called 'scoping', and involves a review of relevant policies, plans and programmes (a 'contextual review') and information about the current and future state of the environment, economy and social factors (the 'baseline'). This information is then used to set out a framework for undertaking strategic environmental assessments as the plan is developed.
- 1.3.2. The Regulations² require that certain statutory bodies are consulted on the scope of a SEA. This can be done in a number of ways, but most often a Scoping Report is produced that presents the key information and a methodology for how future appraisals will be undertaken. Statutory Consultees have 5 weeks to comment on the scope of the appraisal. In England, the statutory consultees are Natural England, The Environment Agency and English Heritage.

¹ Directive 2001/42/EC: <http://ec.europa.eu/environment/eia/sea-legalcontext.htm>

² The Environmental Assessment of Plans and Programmes Regulations 2004

- 1.3.3. After consultation, the Local Authority may incorporate comments received on the Scope of the SEA into a revised Scoping Report.
- 1.3.4. Because the baseline position and policy background is constantly changing, the scope of the appraisal may need to be updated as the plan develops. This is particularly important if a long time has passed between key stages of the plan's development and / or if important information or policy changes come to light that need to be considered.
- 1.3.5. To ensure that the requirements of the SEA regulations are met, the Scoping Report has been structured so that it answers the following questions as set out in Table 1.1 below.

Table 1.1: Scoping steps undertaken to meet the requirements of the Environmental Assessment Regulations

SEA Questions	Corresponding Requirements (The report must include...)
What is the plan seeking to achieve?	An outline of the contents, main objectives of the plan
What is the sustainability 'context'?	- The relevant environmental protection objectives, established at international or national level - Any existing environmental problems which are relevant to the plan including those relating to any areas of a particular environmental importance
What is the environmental 'baseline' at the current time?	- The relevant aspects of the current state of the environment - The environmental characteristics of areas likely to be significantly affected
What is the baseline projection?	The likely evolution of the current state of the environment without the implementation of the plan
What are the key issues that should be a focus of SEA?	Any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance

1.4 Establishing the current and projected baseline

- 1.4.1. An important step when seeking to establish the appropriate 'scope' of an SEA involves reviewing the situation now for a range of environmental issues. This helps to enable identification of those key environmental issues that should be a particular focus of the appraisal, and also helps to provide 'benchmarks' for the appraisal of significant effects.
- 1.4.2. Just as it is important for the scope of SEA to be informed by an understanding of current baseline conditions, it is also important to ensure that thought is given to how baseline conditions might 'evolve' in the future under the no plan / business as usual scenario. Doing so helps to enable identification of those key sustainability issues that should be a particular focus of the appraisal, and also helps to provide 'benchmarks' for appraising significant effects.

1.5 Structure of this Scoping Report

- 1.5.1. The outcomes of the scoping exercise have been presented under a series of broad environmental themes, as follows:
- Chapter 2: Air Quality;
 - Chapter 3: Biodiversity;
 - Chapter 4: Climatic factors (Flood risk and climate change);
 - Chapter 5: Historic Environment;
 - Chapter 6: Landscape;
 - Chapter 7: Land and Soil;
 - Chapter 8: Water Resources;
 - Chapter 9: Population and Housing;
 - Chapter 10: Health and Wellbeing;
 - Chapter 11: Transportation;
 - Chapter 12: Economy; and
 - Chapter 13: Minerals and Waste.
- 1.5.2. The selected environmental themes reflect the 'SEA topics' suggested by Annex I(f) of the SEA Directive³. These were refined to reflect a broad understanding of the anticipated scope of plan effects (drawing from local knowledge and understanding).
- 1.5.3. In accordance with the SEA Directive, the final chapters of the report summarise the overarching environmental issues, sets out the SEA Framework and document the next stages in the process. To demonstrate a clear trail of how the SEA objectives have been identified each topic Chapter (which is scoped into the SEA) concludes with suggested objectives and supporting criteria for inclusion in the SEA Framework.

³ The SEA Directive is 'of a procedural nature' (para 9 of the Directive preamble) and does not set out to prescribe particular issues that should and should not be a focus, beyond requiring a focus on '*the environment, **including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors***' [our emphasis]

2. Air Quality

Focus of theme:

- Sources of air pollution
- Air quality hotspots

2.1 Policy Context

- 2.1.1. The **Air Quality Strategy**⁴ (2007) establishes the policy framework for ambient air quality management and assessment in the UK. The primary objective is to ensure that everyone can enjoy a level of ambient air quality which poses no significant risk to health or quality of life. The Strategy sets out the National Air Quality Objectives (NAQOs) and government policy on achieving these objectives.
- 2.1.2. The **National Planning Policy Framework**⁵ (NPPF) (2018) outlines the importance of sustainable development and infrastructure in improving air quality and subsequently the environment and public health.
- 2.1.3. The **Local Air Quality Management Technical Guidance**⁶ (2018) issued by Defra for Local Authorities provides advice as to where the NAQOs apply. These include outdoor locations where members of the public are likely to be regularly present for the averaging period of the objective (which vary from 15 minutes to a year).
- 2.1.4. The Defra report **Action for air quality in a changing climate**⁷ (2010) focuses on the synergies between the two issues of air quality and climate change. In particular, it notes the potential for additional health benefits through the closer integration of climate and air pollution policy. It is suggested that co-benefits can be realised through a variety of means, including promoting low carbon vehicles and renewable energy.
- 2.1.5. Primarily focused on the Air Quality Management Areas in the District, the **Harrogate Air Quality Action Plan**⁸ (2013) sets out measures that the Council intends to take in order to achieve a reduction in nitrogen dioxide (NO₂) concentrations in Harrogate.

2.2 Baseline Summary

Summary of current baseline

- 2.2.1. According to the Harrogate Air Quality Annual Status Report⁹ (2018), monitoring has shown that air quality is generally good and improving within the Harrogate borough area overall. The report further states that the area covering the proposed new settlement and its vicinity are not of concern for air quality.
- 2.2.2. There are currently no AQMAs declared within or in the vicinity of the new settlement area. There are also no permanent diffusion tube monitoring locations across the rural locality between the urban clusters of Knaresborough and York, which could provide some indication of the likely air quality in the New Settlement area.

⁴ Defra (2007) Air Quality Strategy for England, Scotland, Wales and Northern Ireland [online] available at: <http://www.defra.gov.uk/environment/quality/air/air-quality/approach/>

⁵ MHCLG (2018) National Planning Policy Framework [online] available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/728643/Revised_NPPF_2018.pdf

⁶ Defra (2018) Local Air Quality Management Technical Guidance [online] available at: <https://laqm.defra.gov.uk/documents/LAQM-TG16-February-18-v1.pdf>

⁷ Defra (2010) Air Pollution: Action in a Changing Climate [online] available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69340/pb13378-air-pollution.pdf

⁸ Harrogate District Council (2013) Air Quality Action Plan [online] available at: https://www.harrogate.gov.uk/downloads/file/1132/2013_air_quality_action_plan

⁹ Harrogate Borough Council (2018) Air Quality Annual Status Report [online] available at: https://www.harrogate.gov.uk/downloads/file/4018/2018_air_quality_annual_status_report

- 2.2.3. A specific study of air quality has been undertaken as part of the Environmental Impact Assessment for a recently submitted planning application within the new settlement area. Application 18/02240/EIAMAJ proposes a large development within part of the DPD area, and as such an assessment of environmental conditions has been undertaken. Baseline information gathered as part of this proposal provides some indication of the current air quality in the area.
- 2.2.4. The monitoring survey which was undertaken near to Kirk Hammerton and Green Hammerton indicates that a good standard of air quality is experienced at Kirk Hammerton and Green Hammerton, with the highest concentrations of pollutants measured at locations closer to the A59¹⁰.

Summary of future baseline

- 2.2.5. There are no significant air quality issues in the new settlement area, and in the absence of substantial development in this location, air quality would likely remain broadly the same. There may even be improvements over time as a result of measures implemented through the Local Transport Plan to encourage modal shift, and the improved fuel economy and efficiency of vehicles.
- 2.2.6. It should be noted that the principal of a new settlement has been set out in the emerging Local Plan though, so the future baseline position may well involve large scale growth in this location. In this context, the scale of development involved could create adverse effects on air quality in the short term, though these ought to be possible to mitigate.
- 2.2.7. The longer term effects are unlikely to be significant with regards to the achievement of air quality objectives in this location.
- 2.2.8. Whilst development could potentially contribute to increased traffic heading towards and from the Harrogate and Knaresborough AQMAs, the baseline position with regards to air quality is unlikely to be significantly affected.

2.3 Key headline issues

- 2.3.1. The key issues are as follows:
- The development and urbanisation of the Green Hammerton / Cattal area could affect air quality in what is currently a rural area. However, this is unlikely to prevent the achievement of air quality objectives.
 - There is likely to be continued reliance on the car to access services, jobs and facilities.

2.4 Scoping outcome

- 2.4.1. The development of a New Settlement is likely to generate more trips by car than would be the case in the absence of the development. There is therefore potential to generate increased particulates and nitrogen dioxide.
- 2.4.2. Whilst there are no issues currently in the area, the development will change this and could worsen air quality in some locations within the Green Hammerton / Cattal area.
- 2.4.3. There may be temporary exceedances and disturbance during the construction period. However, the effects are not likely to be significant in the longer term.
- 2.4.4. Nevertheless, air quality has been **SCOPED IN** to the SEA to explore how issues can be minimised. This means that the plan (and reasonable alternatives) will be assessed for its performance against air quality objectives.

¹⁰ CEG (May, 2018) Hammerton: Volume 1 Environmental Statement

2.5 What are the SEA objectives and appraisal questions for the Air Quality SEA theme?

- 2.5.1. The SEA topic 'Air Quality' has been scoped in to the SEA. Table 2.1 presents the SEA objective and appraisal questions that will be used to assess the plan in relation to this theme.

Table 2.1: SEA Framework of objectives and assessment questions: Air Quality

SEA Objective	Supporting Questions
To protect, conserve and enhance air quality.	Will the option/proposal help to:
	• Protect local air quality?
	• Minimise the contribution towards air quality issues in other parts of the district by reducing emissions from traffic?

3. Biodiversity

Focus of theme:

- Nature conservation designations
- Habitats and species

3.1 Policy Context

- 3.1.1. At the European level, the **EU Biodiversity Strategy**¹¹ was adopted in May 2011 in order to deliver an established new Europe-wide target to '*halt the loss of biodiversity and the degradation of ecosystem services in the EU by 2020*'.
- 3.1.2. The European Commission Guidance on **Integrating Climate Change and Biodiversity into Strategic Environmental Assessment**¹² (2013) suggests that an SEA should focus on ensuring '*no-net-loss of biodiversity*' before considering mitigation and compensation. The assessment should also take account of '*ecosystem services*' and the links between natural environment and economy.
- 3.1.3. The **NPPF** (2018) states that the planning system should contribute to protecting and enhancing the natural environment including helping to improve biodiversity, and using natural resources prudently. In support of this aim the framework states that plans should '*identify, map and safeguard components of local wildlife-rich habitats*' and should also '*promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity*'.
- 3.1.4. The Government's '**A Green Future: Our 25 Year Plan to Improve the Environment**'¹³ (2018) sets out a series of goals for improving the environment and how they will work with communities and businesses over the next 25 years to achieve them. Actions proposed of relevance to the protection and promotion of biodiversity are as follows:
- Develop a Nature Recovery Network to protect and restore wildlife, and provide opportunities to re-introduce species that have been lost from the countryside.
 - Achieve a good environmental status of the UK's seas while allowing marine industries to thrive, and complete our economically coherent network of well-managed marine protected areas.
 - Provide international leadership and lead by example in tackling climate change and protecting and improving international biodiversity.
 - Support and protect international forests and sustainable agriculture.
- 3.1.5. The **Biodiversity 2020 strategy**¹⁴ (2011), published by the government, sets out objectives to deliver: a more integrated large-scale approach to conservation, to put people at the heart of biodiversity policy, to reduce environmental pressures, an overall improvement in the status of species and prevention of further human-induced extinctions and improved public knowledge of biodiversity.

¹¹ European Commission (2011) Our life insurance, our natural capital: an EU biodiversity strategy to 2020 [online] available at: http://ec.europa.eu/environment/nature/biodiversity/comm2006/pdf/2020/1_EN_ACT_part1_v7%5b1%5d.pdf

¹² European Commission (2013) Guidance on Integrating Climate Change and Biodiversity into Strategic Environmental Assessment [online] available at: <http://ec.europa.eu/environment/eia/pdf/SEA%20Guidance.pdf>

¹³ Defra (2018) A Green Future: Our 25 Year Plan to Improve the Environment [online] available at: <https://www.gov.uk/government/publications/25-year-environment-plan>

¹⁴ Defra (2011) Biodiversity 2020: A strategy for England's wildlife and ecosystem services [online] available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69446/pb13583-biodiversity-strategy-2020-111111.pdf

- 3.1.6. The **Harrogate District Biodiversity Action Plan**¹⁵ (2012) sets out a strategy to reverse the decline of wildlife in the District. It identifies key habitats and species which are contained in the individual habitat and species action plans. These set out the importance of the species and habitat, identify their local status, threats to them and opportunities to help their recovery.
- 3.1.7. The **Harrogate District Core Strategy**¹⁶ (2009) sets out requirements to increase wildlife habitats and species in accordance with the District's Biodiversity Action Plan and improve the conditions of the District's Sites of Special Scientific Interest.

3.2 Baseline Summary

Summary of current baseline

- 3.2.1. There are over 4,100 Sites of Specific Scientific Importance (SSSI) in England, which covers around 8% of the country's land area. SSSIs are recognised as the country's very best wildlife and geological sites. There are no SSSI sites within the New Settlement area, however, the Aubert Ings SSSI falls within its vicinity, towards the south, at a distance of approximately 2.4km from the centre of the area. It comprises an area of lowland grassland.
- 3.2.2. Natural England collects data on the condition of SSSIs throughout the Country and Table 3.1 below sets out the condition of the Aubert Ings SSSIs in comparison to the English average up until December 2017.

Table 3.1: SSSI condition (Source: Natural England¹⁷)

Area	% area meeting PSA target	% area favourable	% area unfavourable recovering	% area unfavourable no change	% area unfavourable declining	% area destroyed / part destroyed
Aubert Ings SSSI	100%	100%	0%	0%	0%	0%
England	94.31	38.65	55.65	3.39	2.09	0.05

- 3.2.3. The proximity of the New Settlement area to the SSSI is such that if development falls within certain categories, Natural England should be consulted on the likely risks. For the southern part of the New Settlement area, this includes any residential development of 100 or more houses outside existing settlements. For the northern parts this does not include residential development but does include pipelines and overhead cables, transport proposal, quarries, landfill, and large industry infrastructure. Figure 3.1 below illustrates the New Settlement area that falls within the SSSI impact zone and other relevant ecological features.
- 3.2.4. There are a total of 225 National Nature Reserves (NNRs) across England. Their purpose is to help manage habitats, species and significant geology. Most reserves also offer the opportunity for the public to experience England's national heritage. There are no NNRs within the New Settlement area or its vicinity with the closest being the Lower Derwent Valley NNR located approximately at a distance of 27.8 km and Skipwith Common NNR at 27.9km.
- 3.2.5. The main habitats in the Lower Derwent Valley NNR are flood meadows, pastures and woodlands whereas the Skipwith Common NNR mainly consists of wet and dry heathland and scrub woodland.

¹⁵ Harrogate District Council (2012) Biodiversity Action Plan [online] available at: https://www.harrogate.gov.uk/info/20102/conservation_landscape_and_ecology/573/biodiversity

¹⁶ Harrogate District Council (2009) LDF: Core Strategy [online] available at: https://www.harrogate.gov.uk/downloads/file/187/core_strategy_-_full_version

¹⁷ Information in relation to the condition of SSSIs throughout the area has been taken from the Natural England website. Accessed from <http://www.naturalengland.org.uk/ourwork/conservation/designatedareas/sssi/default.aspx>

Figure 3.1: Ecology Map (Taken from the Concept Framework Baseline Report, Gillespies - August 2018)



- 3.2.6. There are over 1,400 Local Nature Reserves (LNR) located throughout England. The purpose of LNRs is to provide the public with opportunities to study/learn about nature. To qualify for LNR status, a site must be of importance for wildlife, geology, education or public enjoyment.
- 3.2.7. There are no LNRs within the New Settlement area or its vicinity, with the closest being the Hookstone Wood LNR at an approximate distance of 13.3km from the New Settlement area.
- 3.2.8. Natural England recommends that a 15km buffer zone is used to determine potential impacts on European Sites.
- 3.2.9. There are no designated European Sites for Nature Conservation within or in the immediate vicinity of the New Settlement area. However, a Special Area of Conservation (SAC), Kirk Deighton SAC, is located approximately 8km south west of the New Settlement area. The Habitats Regulations Assessment work undertaken to date on the emerging local Plan suggests that large scale development at a broad location for a new settlement in this area would not cause a loss of habitat for a SAC or SPA. The likely effects with regards to water quality are dependent upon waste water treatment capacity, but are also anticipated to be insignificant.
- 3.2.10. There are no Special Protection Areas (SPAs), possible SPAs or Ramsar sites within a 15km radius of the New Settlement area.
- 3.2.11. Figure 3.1 also shows the Great Wood Ancient Woodland to the north east of the New Settlement area. The other designations within or in close proximity to the New Settlement area are numerous TPOs (Tree Protection Orders).
- 3.2.12. The new settlement area contains Priority Habitat areas of Deciduous Woodland and Traditional Orchards. Key and endangered species present or likely to be present in the New Settlement area include:
- Lapwing;
 - Corn Bunting;
 - Curlew;
 - Tree Sparrow;
 - Arable Assemblage Farmland Birds;
 - Grassland Assemblage Farmland Birds; and
 - Grey Partridge.

Summary of future baseline

- 3.2.13. In the event that a new settlement was not developed in this area, it is unlikely that there would be a significant change in the biodiversity value of the area (for better or for worse).
- 3.2.14. However, atmospheric pollution (such as acid precipitation and nitrogen deposition) and increased flood risk that may arise as a result of climate change, could pose a risk to the habitats and species present within the new settlement area.
- 3.2.15. Increased development in the new settlement area, as proposed in the emerging Local Plan, could place increased pressure on wildlife habitat due to land take for development and an increase in population.
- 3.2.16. An increase in population is likely to lead to an increase in leisure and recreational pressure and increased demand for natural resources such as water.
- 3.2.17. New development may lead to an increase in disturbance through human activity, loss of habitat, increased predation (e.g. from domestic pets), atmospheric, land and water based pollution.

3.2.18. Conversely, new development (particularly of a strategic nature) could offer opportunities for enhancement, given that there are no designated / protected sites within the area at present.

3.3 Key headline issues

3.2.19. The key issues are as follows:

- The New Settlement area falls within the impact zone of the Aubert Ings SSSI.
- There are no NNR, LNR, SPAs, pSPAs or Ramsar sites within or in the vicinity of the New Settlement area.
- A Special Areas of Conservation (SAC), Kirk Deighton SAC, is located approximately 8km south west of the New Settlement area.
- There are deciduous woodland and traditional orchard priority habitats and key and endangered species present within or in the vicinity of the new settlement area.

3.4 Scoping outcome

3.2.20. The SEA topic 'Biodiversity' has been **SCOPED IN** to the SEA.

3.2.21. Negative effects could occur due to the scale of growth involved. Whilst it is uncertain whether these would be significant, there is potential for biodiversity enhancement that should be explored.

3.5 What are the SEA objectives and appraisal questions for the Biodiversity SEA theme?

3.2.22. The SEA topic 'Biodiversity' has been scoped in to the SEA. Table 3.2 presents the SEA objective and appraisal questions that will be used to assess the plan in relation to this theme.

Table 3.2: SEA Framework of objectives and assessment questions: Biodiversity

SEA Objective	Supporting Questions
Protect and enhance the function and connectivity of biodiversity habitats and species	Will the option/proposal help to: • Support connections between habitats in the Green Hammerton / Cattal area? • Avoid any impacts on the Aubert Ings SSSI and the Kirk Deighton SAC? • Avoid the loss of hedgerows and compensate for their loss? • Achieve a net gain in biodiversity? • Support access to, interpretation and understanding of biodiversity? • Increase the resilience of biodiversity in the New Settlement area to the effects of climate change?

4. Climatic factors (Flood risk and climate change)

Focus of theme:

- Flood risk
- Greenhouse gas emissions by source;
- Greenhouse gas emissions trends;
- Effects of climate change; and
- Climate change adaptation.

4.1 Policy Context

- 4.1.1. The **EU Climate Change Adaptation Strategy**¹⁸ was adopted in 2013, which supports greater coordination between areas particularly on issues that cross borders such as river basins. A key principle is to ensure that those most likely to be affected by climate change are able to take the necessary measures to adapt.
- 4.1.2. The **Carbon Plan**¹⁹ (2011) sets out the Government's plans for achieving the greenhouse gas emissions reductions committed to in the Climate Change Act 2008 and the first four carbon budgets. The Carbon Plan aims to reduce the UK's greenhouse gas (GHG) emissions by 80% by 2050, relative to levels in 1990.
- 4.1.3. As part of its environmental objective in achieving sustainable development, the **NPPF** (2018) contains a requirement to mitigate and adapt to climate change, including moving to a low carbon economy. The Framework also states that the '*planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change*'. To achieve these aims new development should be planned to ensure appropriate adaptation measures are included (including green infrastructure) and should be designed, located and orientated as to help to reduce greenhouse gas emissions.
- 4.1.4. The Framework also seeks to direct development away from areas that are currently or likely in the future to be at highest risk of flooding. Where development is required in such areas, the '*development should be made safe for its lifetime without increasing flood risk elsewhere*'.
- 4.1.5. The Government's '**A Green Future: Our 25 Year Plan to Improve the Environment**' (2018) sets out a series of goals for improving the environment and how they will work with communities and businesses over the next 25 years to achieve them. Actions proposed of relevance to the managing and addressing flood risk and climate change are as follows:
- Take action to reduce the risk of harm from flooding and coastal erosion including greater use of natural flood management solutions.
 - Provide international leadership and lead by example in tackling climate change and protecting and improving international biodiversity.
- 4.1.6. The **Clean Growth Strategy**²⁰ (2017) sets out a blue print for a low carbon future by outlining proposals for decarbonising all sectors of the UK economy. Key aims include accelerating the shift to low carbon transport and homes and enhancing the benefits and value of natural resources by preserving and establishing new natural assets such as forests, minimising avoidable waste and managing emissions from landfill.

¹⁸ European Commission (2013) Climate Change Adaptation Strategy [online] available at: https://ec.europa.eu/clima/sites/clima/files/docs/eu_strategy_en.pdf

¹⁹ DECC (2011) The Carbon Plan - reducing greenhouse gas emissions [online] available at: <https://www.gov.uk/government/publications/the-carbon-plan-reducing-greenhouse-gas-emissions--2>

²⁰ DECC (2017) Clean Growth Strategy [online] available at: <https://www.gov.uk/government/publications/clean-growth-strategy>

- 4.1.7. The **Ouse Catchment Flood Management Plan**²¹ (CFMP) was published in 2010, and acts as one of 77 CFMPs for England and Wales. The document provides an overview of the flood risk within the Ouse catchment area, and sets out the preferred plan for sustainable flood risk management over the next 50-100 years.
- 4.1.8. The **Harrogate District Carbon Reduction Strategy**²² (2018) promotes and supports activity within the district as a whole to help achieve district wide emissions reductions of 57% by 2030, relative to 1990 levels, in line with the UK carbon budget. It further aims to cut the council's carbon emissions by at least 2.7% every year.
- 4.1.9. The **Harrogate District Core Strategy** (2009) aims to minimise flood risk as a result of development, reduce the emission of greenhouse gases and secure renewable energy.

4.2 Baseline Summary

Summary of current baseline

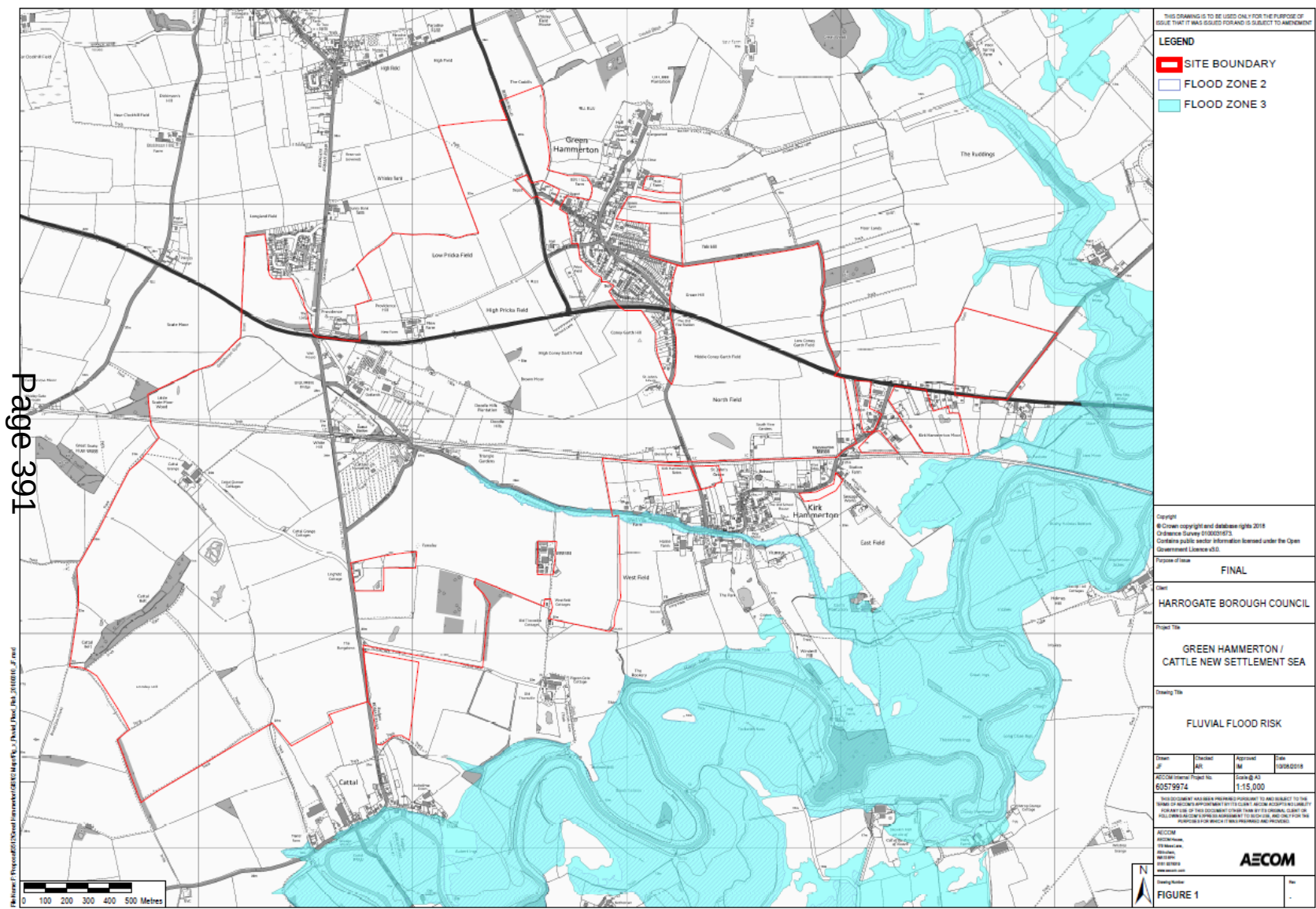
Flood risk

- 4.1.10. The new settlement area lies near the River Nidd with various tributaries running along the perimeter or through the area. The Environment Agency categorises the risk of flooding from watercourses into three zones.
- 4.1.11. Flood Zone 1 is defined as having a 'Low Probability' of flooding, and incorporates areas where the annual probability of flooding is lower than 0.1% (a 1 in 1000 year flood event). Flood Zone 2 is defined as having a 'Medium Probability' of flooding, with an annual probability of flooding between 0.1% and 1.0% for fluvial flooding (between a 1 in 1000 year and 1 in 100 year flood event) or 0.1% and 0.5% for tidal and coastal flooding (between a 1 in 1000 year and 1 in 100 year flood event). Flood Zone 3 is defined as having a 'High Probability' of flooding, with an annual probability of beyond 1.0% for fluvial floods and beyond 0.5% for tidal and coastal floods.
- 4.1.12. As illustrated in Figure 4.1, almost the entire new settlement area falls in Flood Zone 1, with the exception of a small linear area of Flood Zones 2 and 3 along the Kirk Hammerton Beck. A large area of Flood Zone 3, effectively the flood plain of the River Nidd, stretches along the south-eastern boundary of the new settlement area.
- 4.1.13. There are a series of raised flood defences along the River Nidd covering the stretch within the vicinity of the new settlement area.
- 4.1.14. Surface water flooding occurs when excess water runs off across the surface of the land. Several small areas of high and medium surface water flood risk exist in the new settlement area; however, these are dispersed with large areas of very low flood risk in between. The new settlement area does not fall within an area at risk of flooding from reservoir breach, although a large area along the River Nidd within the vicinity of the new settlement area is mapped as this.

²¹ Environment Agency (2010) Ouse Catchment Flood Management Plan [online] available at: <https://www.gov.uk/government/publications/river-ouse-catchment-flood-management-plan>

²² Harrogate District Council (2018) Carbon Reduction Strategy [online] available at: https://www.harrogate.gov.uk/downloads/file/3779/carbon_reduction_strategy

Figure 4.1: Fluvial flood risk in the New Settlement area



Carbon emissions

- 4.1.15. Table 4.1 below sets out data in relation to the carbon dioxide (CO²) emissions per capita in Harrogate District between 2006 and 2016. These include CO² emissions from industry and commercial activity such as gas and electricity emissions from industrial and commercial activity and emissions from large industrial installations, agricultural combustion and diesel railways. These also include CO² emissions from domestic activity such as the consumption of gas and electricity, transportation and any other forms.
- 4.1.16. The data suggests a 27.5% decrease of per capita CO² emissions in Harrogate District over the 10 year period. When compared with the regional and national averages, it is apparent that this trend is ordinary although the proportion of change is not as substantial. In comparison with the regional average, Harrogate District emits fewer tonnes of carbon dioxide per capita, but when compared with the national average, emissions per capita are substantially higher.

Table 4.1: Per Capita CO² Emissions (t) in Harrogate District between 2006 and 2016 (Source: Department of Business, Energy and Industrial Strategy, 2018²³)

Area	2006	2008	2010	2012	2014	2016
Harrogate District Average	9.8	9.4	8.9	8.5	7.6	7.1
North Yorkshire Average	10.6	9.8	9.4	8.9	8.0	7.6
England Average	8.4	7.8	7.2	6.8	5.9	5.3

- 4.1.17. According to the Harrogate District Planning and Climate Change Study²⁴, some of the new settlement area and its vicinity have good potential for wind energy. The broader district has substantial viable potential to introduce district heating, hydro power generation sites and large scale wind farms.

Summary of future baseline

- 4.1.18. Climate change projections for the United Kingdom published as part of the UKCP09²⁵ programme provide detailed probabilistic projections of climate change. Although there is uncertainty in climate change predictions the following changes are likely to have taken place in Yorkshire and Humber region by 2080. The changes mentioned below relate to the medium emissions scenario²⁶:

- The central estimate of increase in winter mean temperature is 3°C; it is very unlikely to be less than 1.6°C and is very unlikely to be more than 4.6°C.
- The central estimate of increase in summer mean temperature is 3.3°C; it is very unlikely to be less than 1.7°C and is very unlikely to be more than 5.4°C.

²³ Information in relation to carbon emissions is available on the Department of Business, Energy and Industrial Strategy website: <https://www.gov.uk/government/organisations/department-for-business-energy-and-industrial-strategy>

²⁴ Harrogate Borough Council (2011) Harrogate District Planning and Climate Change Study.

²⁵ Further information on the UKCP09 programme is available from: <http://ukclimateprojections.defra.gov.uk/>.

²⁶ Projections are set out within the UKCP09 programme, which correspond to three emissions scenarios (Low, Medium and High). The key characteristics of each of these scenarios are:

Medium emissions Scenario - describes a world that has rapid economic growth, quick spreading of new and efficient technologies, and a global population that reaches 9 billion mid-century and then gradually declines. It also relies on a balance between different energy sources.

High emissions Scenario - similar economic and population trends as the Medium emission scenario but more emphasis on power generation from fossil fuels.

Low emissions scenario - represents a more integrated ecologically friendly world, characterised by clean and resource efficient technologies, and lower global greenhouse gas emissions.

- The central estimate of change in winter mean precipitation is 15%; it is very unlikely to be less than 2% and is very unlikely to be more than 33%.
 - The central estimate of change in summer mean precipitation is -23%; it is very unlikely to be less than -44% and is very unlikely to be more than 0%.
- 4.1.19. This means that the Yorkshire and Humber region is likely to experience, in the future, a warmer climate, with drier summers and wetter winters, which means that extreme events such as floods and droughts are likely to become less predictable and possibly more frequent.
- 4.1.20. The potential for climate change to increase the occurrence of extreme weather events in the Green Hammerton / Cattal area, is likely to increase the risks associated with climate change (including fluvial flooding) with an increased need for resilience and adaptation.
- 4.1.21. Flood risk at any specific location may be influenced by local factors such as existing formal or informal flood defences and the capacity of existing drainage systems or road/rail culverts. The adoption of SUDs and introduction of Green Infrastructure within development schemes may reduce the speed of surface water run-off and have positive effects in terms of flood risk. Green Infrastructure presents opportunities to address multiple issues through multi-functional spaces.
- 4.1.22. Development in any instance has the potential to exacerbate flood risk within and in the vicinity of the new settlement area by increasing the volume of surface water run-off, or by introducing areas of hard standing which could increase the speed of surface water run-off. The risk would be most increased if development were to locate in proximity of Flood Zone 2 or Flood Zone 3 areas, such as nearby Kirk Hammerton Beck or along the floodplain of the River Nidd.
- 4.1.23. Given that existing flood defences exist along the River Nidd, investment in additional flood defences is unlikely to be pursued unless necessary as a result of additional pressures.

4.3 Key headline issues

- 4.1.24. The key issues are as follows:

Flooding

- The New Settlement area falls predominantly within Flood Zone 1, although a stretch of Flood Zone 2 and 3 runs along Kirk Hammerton Beck. Therefore, the risk of fluvial flooding is relatively low.
- There is potential for surface water flooding to occur across the new settlement area, although areas susceptible to this are relatively isolated and the threat as a whole is considered to be low given the need to implement SUDs.

Carbon emissions

- Average CO² emissions per capita are declining in Harrogate District, but whilst these are below the average across North Yorkshire as a whole, per capita emissions are substantially higher in Harrogate District than the national average.

4.4 Scoping outcome

- 4.1.25. It is considered unlikely that significant negative effects would be generated with regards to flood risk. However, climatic factors have been **SCOPED IN** to the SEA as climate change mitigation and resilience are important national and local priorities. There is the potential to explore how resilience to climate change can be enhanced as well as contributing towards flood risk mitigation.

- 4.1.26. With regards to climate change mitigation, greenhouse gas emissions can be minimised associated with transportation and the built environment. Given that sustainable transport is covered by another SEA theme (Transportation), it is proposed that this section will focus upon the potential for emissions reductions through the application of low carbon energy schemes and the layout and design of development.

4.5 What are the SEA objectives and appraisal questions for the Climatic Factors SEA theme?

- 4.1.27. The SEA topic 'Climatic Factors' has been scoped in to the SEA. Table 4.2 presents the SEA objective and appraisal questions that will be used to assess the plan in relation to this theme.

Table 4.2: SEA Framework of objectives and assessment questions: Climatic Factors

SEA Objective	Supporting Questions
Support the resilience of the Green Hammerton / Cattal area to flood risk	Will the option/proposal help to: • Improve green infrastructure networks in the plan area to support adaptation to the potential effects of climate change? • Sustainably manage surface water run-off, ensuring that the risk of flooding is not increased (either within the plan area or downstream) and where possible reduce flood risk? • Ensure the potential risks associated with climate change are considered through new development in the plan area?
Contribute to climate change mitigation	Will the option/proposal help to: • Support the development of renewable and low carbon energy schemes?

5. Historic environment

Focus of theme:

- Designated and non-designated sites, areas and features;
- The setting of heritage assets; and
- Archaeological features.

5.1 Policy Context

- 5.1.1. The **NPPF** (2018) sets out an environmental objective to contribute to protecting and enhancing the built and historic environment. The Framework provides a strategy to seek '*the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect*'.
- 5.1.2. The Government's '**Statement on the Historic Environment for England**'²⁷ (2010) sets out their vision for the historic environment. It calls for those who have the power to shape the historic environment to recognise its value and to manage it in an intelligent manner in light of the contribution that it can make to social, economic and cultural life. Also of note is the reference to promoting the role of the historic environment within the Government's response to climate change and the wider sustainable development agenda.
- 5.1.3. The **Harrogate District Core Strategy** (2009) seeks development to not materially harm the archaeological and historic environment. It further sets out a vision to reduce the number of heritage assets at risk in the District.

5.2 Baseline Summary

Summary of current baseline

- 5.2.1. As illustrated in Figure 5.1, a Grade II Listed Building is located within the new settlement area. A further two Listed Buildings are located adjacent to the New Settlement area and clusters of Listed Buildings and Structures are present in adjacent settlements of Green Hammerton and Kirk Hammerton.
- 5.2.2. There are no Registered Park and Garden located within the new settlement area or in its vicinity. The nearest Registered Park and Garden is Allerton Park located north-west of the area. A Scheduled Monument, Cattal Bridge, is located towards the south of the New Settlement area.
- 5.2.3. Whilst the area encompasses many Listed Buildings and heritage assets, there are no heritage features recorded as 'at risk' by Historic England in the Green Hammerton / Cattal area²⁸.
- 5.2.4. There are also no world heritage sites or their buffer zones located within the new settlement area or its vicinity. The closest site is Studley Royal Park located towards the north west of the area. Similarly, there are no conservation areas within the new settlement area. However, the north east of the new settlement area runs adjacent to the conservation area in Green Hammerton and there is a conservation area within the neighbouring settlement of Kirk Hammerton, as illustrated in Figure 5.1.
- 5.2.5. The plan area has potential to include areas of archaeological value. Rudgate and Dere Street Roman Roads run through this area and there is a high potential for Iron Age/Romano British remains anywhere in the vicinity.

²⁷ DDCMS (2010) The Government's Statement on the Historic Environment for England [online] available at: <https://www.gov.uk/government/publications/the-governments-statement-on-the-historic-environment-for-england>

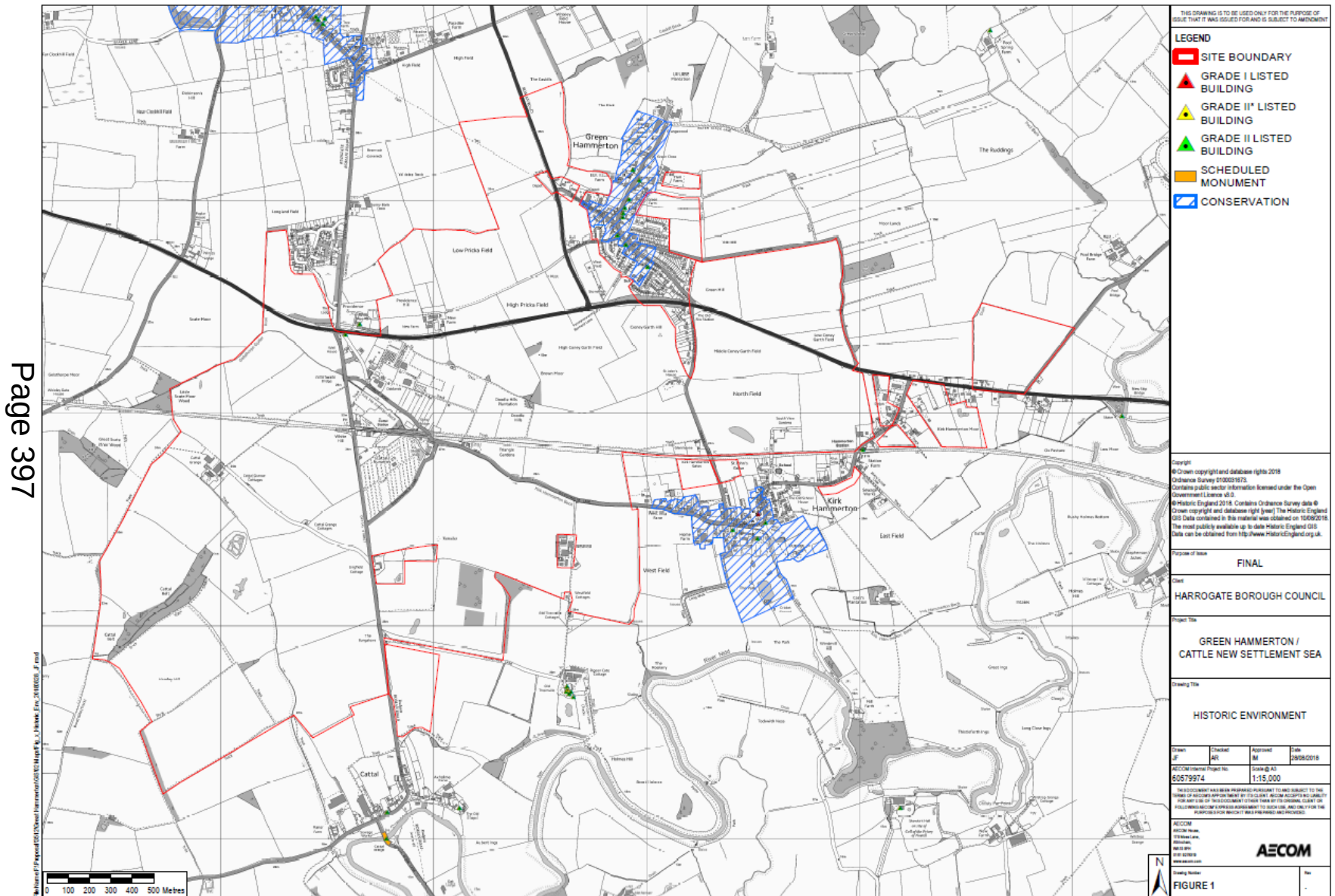
²⁸ According to Historic England Heritage at Risk 2018 records.

- 5.2.6. Iron Age/Romano British settlement has recently been recorded during archaeological work for development sites within Green Hammerton. There are also cropmarks in the area which have been mapped by the National Mapping Programme and interpreted as Iron Age/Romano British.
- 5.2.7. A search of the Historic Environment Record has been requested from the County Council, and the findings will be included in the next iteration of the scoping report. This will help to inform the appraisal of the Plan (and any reasonable alternatives).

Summary of future baseline

- 5.2.8. The development of the New Settlement has the potential to impact on the fabric and setting of cultural heritage assets and upon the character of the townscape and landscape. This may incur negative effects, such as the adoption of unsympathetic design and material choice, or positive effects through targeted redevelopment of underused land and buildings.
- 5.2.9. It should be noted, however, that existing historic environment designations and the Historic Environment policies within the Harrogate Borough Development Plan will offer a degree of protection to cultural heritage assets and their settings.
- 5.2.10. In the absence of development, effects on archaeology are unlikely to be significant. However, the opportunity to discover and record features / items of interest would be lower.

Figure 5.1: Historic environment



5.3 Key headline issues

5.2.11. The key issues are as follows:

- The new settlement area contains a considerable number of heritage assets including Listed Buildings and Structures, conservation areas, buildings of local importance, and archaeological remains which could be affected by development (either positively or negatively).

5.4 Scoping outcome

5.2.12. Historic Environment has been **SCOPED IN** to the SEA as there is potential for significant effects upon heritage assets and the character of the built and natural environment.

5.5 What are the SEA objectives and appraisal questions for the Historic Environment SEA theme?

5.2.13. The SEA topic 'Historic Environment' has been scoped in to the SEA. Table 5.1 presents the SEA objective and appraisal questions that will be used to assess the plan in relation to this theme.

Table 5.1: SEA Framework of objectives and assessment questions: Historic Environment

SEA Objective	Supporting Questions
Protect, enhance and manage the distinctive character, function and enjoyment of the historic environment	Will the option/proposal help to: • Conserve, better reveal the significance and enhance heritage assets, their setting and the wider historic environment? • Contribute to better management of heritage assets? • Identify and protect / enhance features of local cultural importance? • Support access to, interpretation and understanding of the historic environment? • Support the protection and recording of archaeological features?

6. Landscape

Focus of theme:

- Landscape and townscape character; and
- Geodiversity.

6.1 Policy Context

- 6.1.1. The **NPPF** (2018) includes recognition for the intrinsic character and beauty of the countryside, and the wider benefits from natural capital. Importantly, great weight is to be given to conserving landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty.
- 6.1.2. The Government's '**A Green Future: Our 25 Year Plan to Improve the Environment**' (2018) sets out a series of goals for improving the environment and how they will work with communities and businesses over the next 25 years to achieve them. Actions proposed of relevance to the conservation and enhancement of landscape character are as follows:
- Working with AONB authorities to deliver environmental enhancements.
 - Identifying opportunities for environmental enhancement of all England's Natural Character Areas, and monitoring indicators of landscape character and quality.
- 6.1.3. There are 159 Character Areas that collectively form the **National Character Area Profiles**²⁹ (2015) each of which is distinctive with a unique 'sense of place'. These broad divisions of landscape form the basic units of cohesive countryside character, on which strategies for both ecological and landscape issues can be based. The Vale of York and Southern Magnesian Limestone Character Areas cover the New Settlement area.
- 6.1.4. The **North Yorkshire and York Landscape Characterisation Project**³⁰ (2012) aims to map and describe landscapes at a regional scale. The report defines the New Settlement area as Magnesian Limestone Ridge character type (6).
- 6.1.5. The **Harrogate District Landscape Character Assessment**³¹ (2004) identifies areas of distinct landscape character across the Harrogate Borough Council administrative area. These areas are described in detail with regard to geology, landform, drainage, land use, vegetation, wildlife, built form and communications. It further sets out general guidelines relevant to the whole district but also specific guidelines for the management of each of the landscape character areas presented.
- 6.1.6. The **Harrogate District Core Strategy** (2009) makes many references to the preservation of the local landscape throughout the document. Policy SG4 requires development proposals to be appropriate to the form and character of landscape character. Policy EQ2 further seeks to protect the district's high quality natural and built environment including the landscape character of the district.

²⁹ In-depth profiles are available at: <https://www.gov.uk/government/publications/national-character-area-profiles-data-for-local-decision-making/national-character-area-profiles>

³⁰ North Yorkshire County Council (2012) North Yorkshire and York Landscape Characterisation Project [online] available at: https://www.northyorks.gov.uk/sites/default/files/fileroot/Environment%20and%20waste/Conservation/North_Yorkshire_and_York_landscape_character_assessment_report.pdf

³¹ Harrogate Borough Council (2014) Harrogate District Landscape Character Assessment [online] available at: https://www.harrogate.gov.uk/info/20102/conservation_landscape_and_ecology/572/landscape_character_assessment

6.2 Baseline Summary

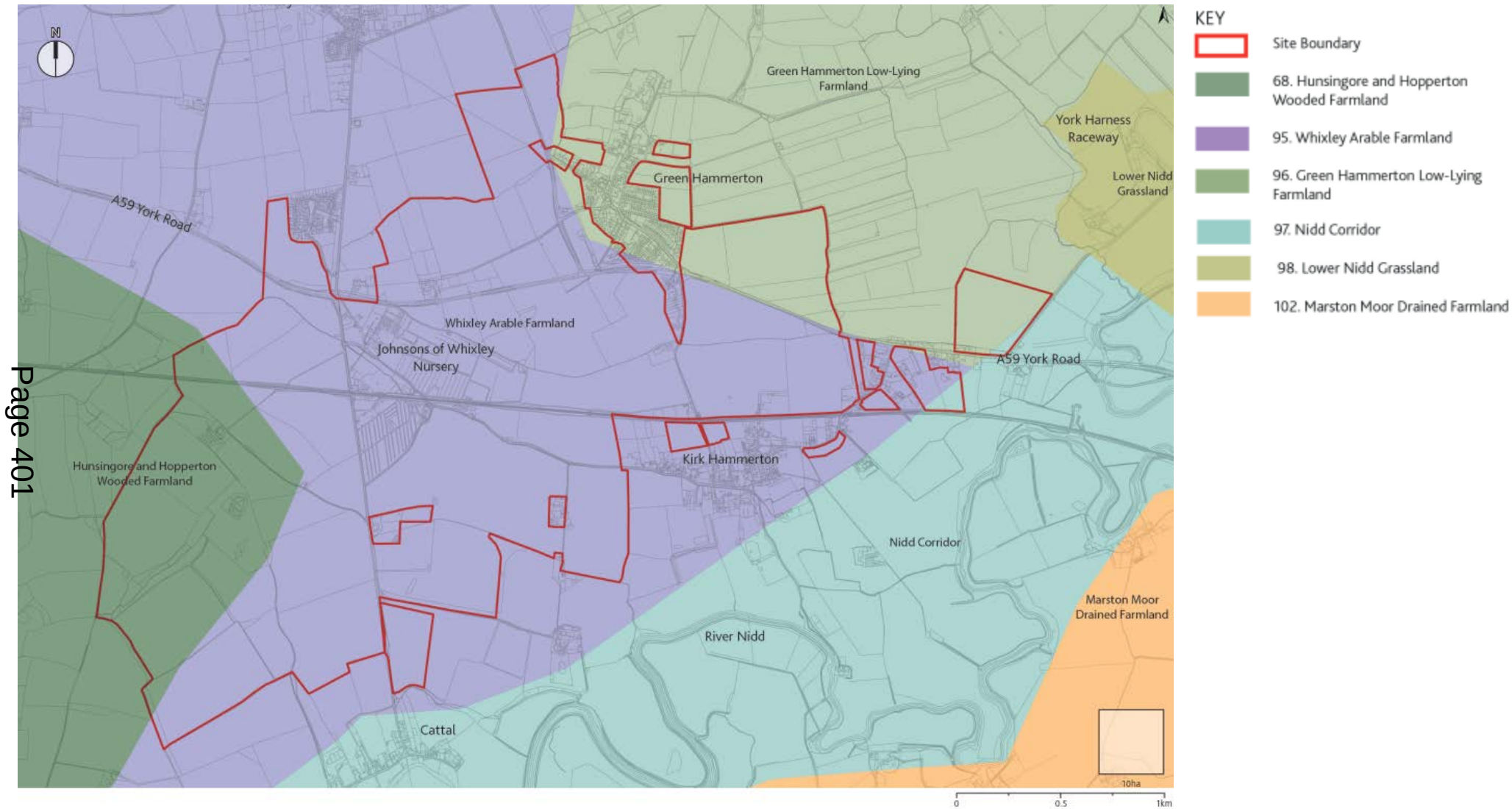
Summary of current baseline

- 6.2.1. The new settlement area lies within two National Landscape Character Areas; The Vale of York (28, east) is relatively flat, open and low lying land of predominantly agricultural land use. The Southern Magnesian Limestone area (30, west) is an elevated ridge comprising open, rolling arable farmland enclosed by hedgerows with plantation woodlands, historic estate properties and parkland.
- 6.2.2. At the county level, the new settlement area lies within the Magnesian Limestone Ridge character type (6) which is a low ridge of gently rolling landform facilitating long distance views, covered by a pattern of fertile farmland and well wooded estates. It is also a corridor to the A1(M) and limestone quarries are a relatively common feature.
- 6.2.3. The Harrogate District Landscape Character Assessment provides the most detailed assessment of the landscape character of the New Settlement area. Three landscape character areas cover the New Settlement area including Green Hammerton, Whixley and Hunsingore and Hopperton, illustrated in **Figure 6.1**.
- 6.2.4. The Green Hammerton area consists of low lying predominantly flat farmland, whilst Whixley forms arable farmland and Hunsingore and Hopperton forms wooded farmland and is characterised by the floodplain of the River Nidd.
- 6.2.5. The New Settlement area is situated approximately 17.5km to the south west of the Howardian Hills Area of Outstanding Natural Beauty (AONB) boundary, and approximately 20.8km to the west of the Nidderdale AONB boundary. Whilst not within the border of either of these designated areas, consideration should be given to the effect of development on the preservation of these sensitive landscapes.
- 6.2.6. The North Yorkshire Moors National Park is located approximately 22.2km north east of the New Settlement area and the Yorkshire Dales National Park approximately 33.1km west. Both National Parks have good road access to the new settlement area and thus despite their distance from the area, consideration should be given to the effects of development on their preservation.

Summary of future baseline

- 6.2.7. With the expectation that large scale growth will occur in this location, the landscape character of the area is likely to be altered significantly. The nature of changes would depend upon the form and scale of development though.
- 6.2.8. In the absence of development in this location (i.e. should the proposed Local Plan not progress through to Adoption with the inclusion of this strategic location), then changes to landscape character in this area would be negligible. However, there would be a risk of speculative developments coming forward in the absence of an up to date Plan, which could lead to unforeseen impacts.
- 6.2.9. In any event, existing environment designations and planning policies will offer a degree of protection to landscape assets and their settings, as well as sensitive environments at the Howardian Hills and Nidderdale AONB and the National Parks. Lack of an overall vision and framework, however, could result in the delivery of different development styles, layouts and material choices.
- 6.2.10. The impact on the landscape could potentially be disruptive if this lack of cohesion continued. With the absence of coordination, there could also be missed opportunities to deliver strategic Green Infrastructure improvements.

Figure 6.1: Harrogate District Landscape Character Areas (adopted from the Concept Framework Baseline Report)



6.3 Key headline issues

6.3.1. The key issues are as follows:

- The landscape is predominantly flat and low lying.
- The development of the New Settlement is likely to have a considerable impact on local landscape, given the undeveloped nature of the Green Hammerton / Cattal area. Opportunities exist, however, for sensitive landscaping which may help to blur the development into the surrounding countryside.
- Although not within the borders of the North Yorkshire Moors National Park, Yorkshire Dales National Park or Howardian Hills and Nidderdale AONB, the New Settlement area enjoys good road access to these areas and these landscape designations are valuable and sensitive landscape assets which require protection from potential growth.

6.4 Scoping outcome

6.3.2. Landscape has been **SCOPED IN** to the SEA as there is potential for significant effects upon the setting of landscape and the character of the natural environment (whether positive or negative).

6.5 What are the SEA objectives and appraisal questions for the Landscape SEA theme?

6.3.3. The SEA topic 'Landscape' has been scoped in to the SEA. Table 6.1 presents the SEA objective and appraisal questions that will be used to assess the plan in relation to this theme.

Table 6.1: SEA Framework of objectives and assessment questions: Landscape

SEA Objective	Supporting Questions
Ensure that development protects and complements important landscape features whilst retaining a rural character	Will the option/proposal help to: • Conserve and enhance the character and quality of landscapes? Contribute to better management of landscape assets? • Maintain areas of 'tranquility'? • Be mindful of 'dark skies'? • Support access to, interpretation and understanding of the surrounding landscape? • Improve linkages to open space and the countryside?

7. Land and Soil

Focus of theme:

- Soil resource; and
- Soil quality.

7.1 Policy Context

- 7.1.1. The EU's **Soil Thematic Strategy**³² (2006) presents a strategy for protecting soils resources in Europe. The main aim of the strategy is to minimise soil degradation and limit associated detrimental effects linked to water quality and quantity, human health, climate change, biodiversity and food safety.
- 7.1.2. The **NPPF** (2018) states that planning policies and decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued soil and the economic and other benefits of the best and most versatile agricultural land. Policies should also prevent new and existing development from '*contributing to, being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution*'.
- 7.1.3. In **Safeguarding our Soils: A strategy for England**³³ (2009), a vision is set out for the future of soils in the country. It suggests that changing demands on our soils need to be better understood and it must be ensured that appropriate consideration is given to soils in the planning process.
- 7.1.4. The Government's '**A Green Future: Our 25 Year Plan to Improve the Environment**' (2018) sets out a series of goals for improving the environment and how they will work with communities and businesses over the next 25 years to achieve them. This includes using and managing land sustainably by protecting the best agricultural land, improving soil health and restoring and protecting peatlands.

7.2 Baseline Summary

Summary of current baseline

- 7.2.1. The Agricultural Land Classification classifies land into six grades (plus 'non-agricultural' and 'urban'), where Grades 1 to 3a are the 'best and most versatile' land and Grades 3b to 5 are of poorer quality.
- 7.2.2. According to the provisional agricultural land classification (Natural England), the new settlement area consists of mostly Grade 2 and Grade 3 agricultural land (*as illustrated in Figure 7.1 below*).
- 7.2.3. From this data, it is unclear whether the Grade 3 land is amongst the best and most versatile, but most of the area does fall within this status.
- 7.2.4. Furthermore, detailed surveys to the north of the railway (As part of the EIA for 18/02240/EIAMAJ) suggests that the majority of agricultural land in this location is Grade 3a. To the south, much of the area is classified as Grade 2 or 3, but this too may actually be more likely to be Grade 3a (further testing of this land needs to be undertaken to confirm though).

Summary of future baseline

- 7.2.5. In the absence of growth in this location, the loss of soil resources would be avoided, but would no doubt occur in other locations instead.

³² European Commission (2006) Soil Thematic Strategy [online] available at: http://ec.europa.eu/environment/soil/three_en.htm

³³ Defra (2009) Safeguarding our Soils: A strategy for England [online] available at: <http://archive.defra.gov.uk/environment/quality/land/soil/documents/soil-strategy.pdf>

- 7.2.6. Due to this location being identified for strategic development, the land and soil quality would be dramatically changed over time. There should be opportunities to incorporate existing green spaces and features within the development though.

7.3 Key headline issues

- 7.2.7. The key issues are as follows:

- Development will likely lead to a loss of soil resources. Where possible areas of most value should be avoided, though this may be difficult given the extent of best and most versatile agricultural land involved.

7.4 Scoping outcome

- 7.3.1. The topic of 'Land and Soil' has been **SCOPED IN** to the SEA.
- 7.3.2. The principle of growth occurring in this location has been established in the Local Plan, and therefore alternative broad areas for growth across the Borough have already been appraised as part of the supporting SA.
- 7.3.3. Given the amount of agricultural land present in the area, there is limited potential to avoid the loss of agricultural land at this location itself. Therefore alternatives for the new settlement DPD would be expected to perform similarly in this respect.
- 7.3.4. In the context of agricultural land resources across the Borough and in the wider area, the effects are not considered to be significant. However, a loss of best and most versatile agricultural land is inherently negative, and opportunities to minimise loss should be explored. Consequently, this topic is scoped in to the SEA.

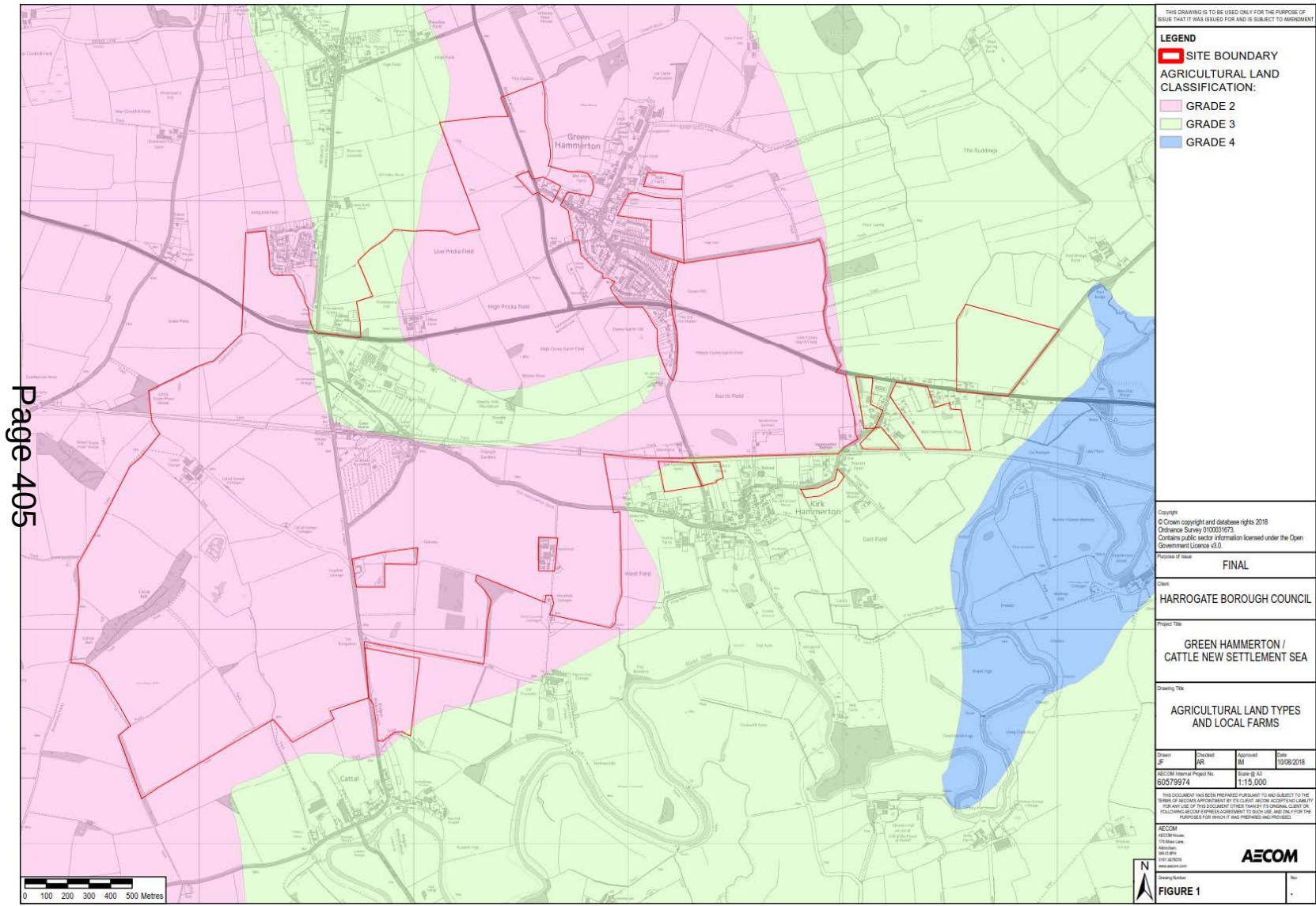
7.5 What are the SEA objectives and appraisal questions for the Land and Soil SEA theme?

- 7.4.1. The SEA topic 'Land and Soil' has been **SCOPED-IN** to the SEA. Table 7.1 presents the SEA objective and appraisal questions that will be used to assess the plan in relation to this theme.

Table 7.1: SEA Framework of objectives and assessment questions: Land and Soil

SEA Objective	Supporting Questions
Minimise the avoidable loss of the most valuable soils and agricultural land	Will the option/proposal help to: • Minimise the loss of the most valuable soils, where possible? • Compensate for the loss of productive agricultural land?

Figure 7.1: Agricultural Land Classification



8. Water Resources

Focus of theme:

- Watercourses;
- Water availability; and
- Water quality.

8.1 Policy Context

- 8.1.1. The **NPPF** (2018) suggests the importance for development to have adequate provision for water supply and wastewater. It further asserts that development should not have any unacceptable detrimental effects on water quality.
- 8.1.2. The **Future Water**³⁴ strategy (2011) seeks to achieve a secure supply of water resources whilst protecting the water environment. This means greater efficiency in water use, application of Sustainable Urban Drainage Systems, managing diffuse pollution from agriculture, tackling flood risk and reducing greenhouse gas emissions.
- 8.1.3. The Government's '**A Green Future: Our 25 Year Plan to Improve the Environment**' (2018) sets out a series of goals for improving the environment and how they will work with communities and businesses over the next 25 years to achieve them. This includes respecting nature by using our water more sustainably and requiring developments to bring about a *net environmental gain* which can include water quality improvements.
- 8.1.4. The **Draft Water Resources Management Plan**³⁵ (2018) by Yorkshire Water sets out how the organisation will ensure the sufficient supply of water over a 25 year period. This should help to ensure that new development is capable of being serviced without generating significant effects on water resources.

8.2 Baseline Summary

Summary of current baseline

- 8.2.1. Kirk Hammerton Beck runs horizontally between the eastern and western boundaries of the new settlement area, and is a tributary of the River Nidd; which acts as the main watercourse in the Green Hammerton / Cattal locality.
- 8.2.2. Caskill Beck runs along part of the northern boundary of the new settlement area and intersects at the land behind Boroughbridge Road. Pool Beck further borders the detached plot along Pool Lane and intersects along its north-western boundary. There is also a minor unnamed watercourse, which is predominantly underground, within the south west of the new settlement area.
- 8.2.3. The new settlement area falls within the Swale, Ure, Nidd and Upper Ouse Catchment Area, and is subject to the Swale, Ure, Nidd and Upper Ouse Catchment Abstraction Management Strategy. In order to extract water for consumptive purposes, the local availability needs to be understood. If there is more water than required to meet the needs of the environment, water is considered to be available for licensing and extracting.

³⁴ Defra (2011) Future Water – The government's water strategy for England [online] available at: <https://www.gov.uk/government/publications/future-water-the-government-s-water-strategy-for-england>

³⁵ Yorkshire Water (2018) Draft Water Resources Management Plan [online] available at: https://www.yorkshirewater.com/sites/default/files/downloads/Draft%20Water%20Resources%20Management%20Plan%202019_0.pdf

- 8.2.4. The River Nidd is mapped as having surface water and ground water availability, meaning that water extraction is possible³⁶.
- 8.2.5. The source of the River Nidd is on the edge of the Yorkshire Dales National Park. From here it runs into Gouthwaite Reservoir then through Nidderdale and on into the Vale of York. The New Settlement area falls within the Nidd Middle and Lower Operational Catchment area which includes 13 waterbodies, the majority of which are classified 'moderate' (8) or 'poor' (5) for ecology and chemical, as recorded in 2016 Cycle 2³⁷.
- 8.2.6. Activities such as agriculture and rural land managements are amongst reasons for the River Nidd not achieving 'good' ecological and chemical status along this section of the river.
- 8.2.7. Groundwater Source Protection Zones (SPZs) have been designated by the Environment Agency in England and Wales to protect groundwater sources such as wells, boreholes and springs that are used for public drinking water supply. The zones show the risk of contamination from activities that might cause groundwater pollution in the area. The New Settlement area falls within a SPZ of zones 1 and 2.
- 8.2.8. The Nitrates Directive (91/676/EEC) requires Member States to identify areas where groundwaters have nitrate concentrations of more than 50 mg/l nitrate or are thought to be at risk of nitrate contamination. Areas associated with such groundwaters are designated as Nitrate Vulnerable Zones (NVZs) within which, Member States are required to establish Action Programmes in order to reduce and prevent further nitrate contamination. The New Settlement area falls within the G103 - Vale of York Groundwaters NVZ and the Nidd from Crimpe Beck to River Ouse Surface Waters NVZ.

Summary of future baseline

- 8.2.9. In terms of water quality, legal requirements for water quality, as set out in the Water Framework Directive, are likely to lead to continued improvements to water quality in watercourses in the wider area. However, water quality could be affected by pollution incidents in the area, the presence of non-native species and physical modifications to water bodies.
- 8.2.10. Water availability in the area may be affected by increases in population and an increased occurrence of drought exacerbated by the effects of climate change.
- 8.2.11. Development which requires sewage treatment may, if not designed correctly or located appropriately, result in an increased risk of pollution to groundwater and surface water. Development will therefore need to have due consideration to the capacity of sewage works.
- 8.2.12. In the absence of development, the presence of nitrates in water may persist given the agricultural nature of the land in this area. With a change in use to housing/employment land, the run off of such chemicals is likely to reduce.

8.3 Key headline issues

- 8.3.1. The key issues are as follows:
- The River Nidd is mapped as having surface water and groundwater availability, meaning that water extraction is possible.
 - New Settlement area falls within the Nidd Middle and Lower Operational Catchment area which includes 13 waterbodies, the majority of which are classified 'moderate' (8) or 'poor' (5) for ecology and chemical status.
 - The New Settlement area falls within a SPZ of zones 1 and 2.

³⁶ Environment Agency (2013) Swale, Ure, Nidd and Upper Ouse Abstraction Licensing Strategy [online] available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/307283/lit_7868_513802.pdf

³⁷ Environment Agency (2016) Catchment Data Explorer [online] available at: <https://environment.data.gov.uk/catchment-planning/OperationalCatchment/3308/Summary>

- The New Settlement area falls within the G103 - Vale of York Groundwaters NVZ and the Nidd from Crimple Beck to River Ouse Surface Waters NVZ.

8.4 Scoping outcome

- 8.4.1. The topic of 'Water Resources' has been **SCOPED IN** to the SEA as there are areas within and in the vicinity of the New Settlement area that fall within a Groundwater Protection Zone and Nitrate Vulnerable Zones. It is possible that development could affect water quality in such areas. Changes to land use could also have effects upon surface water NVZ.

8.5 What are the SEA objectives and appraisal questions for the Water Resources SEA theme?

- 8.5.1. The SEA topic 'Water Resources' has been scoped in to the SEA. Table 8.1 presents the SEA objective and appraisal questions that will be used to assess the plan in relation to this theme.

Table 8.1: SEA Framework of objectives and assessment questions: Water Resources

SEA Objective	Supporting Questions
Protect and enhance the quality of watercourses, ground and surface water quality.	Will the option/proposal help to: • Protect groundwater quality in the NVZ? • Minimise water consumption? • Reduce surface water pollution?

9. Population and Housing

Focus of theme:

- Population size;
- Age structure;
- Deprivation;
- House prices and affordability; and
- Housing types and needs.

9.1 Policy Context

- 9.1.1. The **NPPF** (2018) contains as part of its three overall overarching objectives, a social objective to '*support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations*'. It further emphasises the need for homes to be of a size, type and tenure to meet needs of different social groups, with at least 10% of new homes to be provided for affordable home ownership subject to conditions and exemptions.
- 9.1.2. In February 2017, the Government published a housing white paper entitled '**Fixing our broken housing market**'. This establishes the government's plans to reform the housing market and increase the supply of new homes in England through a series of four proposals. These including planning for the right homes in the right places, building homes faster, diversifying the house building market and supporting people in need of housing.
- 9.1.3. The **Harrogate District Strategic Housing Market Assessment**³⁸ (2016) provides a review of housing requirements in Harrogate District for the period 2014-2035 and developed an objective assessment of the need for additional housing provision. The report concludes that an additional 557 dwelling per annum are required within the local plan area.
- 9.1.4. The **Harrogate District Core Strategy** (2009) aims to support the growth of housing including affordable housing in the District. In regards to housing in village and countryside locations, it supports housing '*for local people at affordable prices, focusing on those settlements with the best range of services and facilities*'.

9.2 Baseline Summary

Summary of current baseline

- 9.2.1. The population of Harrogate District is currently estimated at 160,600³⁹. In 2016, the population of Harrogate District was 159,800, having grown by 0.7% since 2011 (158,700).
- 9.2.2. Collating the three LSOAs that intersect with the New Settlement area provides an approximate indication of the population within its vicinity⁴⁰. The local population of the New Settlement area was 6,187 in 2016, an increase of 12% since 2011 (5,529). The Office for National Statistics predicts that the population of Harrogate District will increase by 0.8% to 161,900 by 2028 and by 1.3% to 162,700 in 20 years' time (2038).
- 9.2.3. Table 9.1 shows the age structure of the local population (by collating the three intersecting LSOAs) in comparison with the District and national averages. It is apparent that the area local to the new settlement area has a much higher than average 15-24 year old and lower than average 25-44 year old population compared to the district and nationally.

³⁸ Harrogate Borough Council (2016) Strategic Housing Market Assessment Update [online] available at: https://www.harrogate.gov.uk/downloads/file/1569/harrogate_borough_council_strategic_housing_market_assessment_shma_update_report_june_2016

³⁹ ONS Population Projections 2018

⁴⁰ The three LSOAs that intersect are used are as follows: Harrogate 016C, Harrogate 016D and Harrogate 016E.

- 9.2.4. Both Harrogate District and the area within the vicinity of the new settlement area also have a higher proportion of elderly people.

Table 9.1: Age Structure in 2016 (ONS Population Estimates)

	Area within the vicinity of the New Settlement (LSOAs Harrogate 016C, 016D, 016E)	Harrogate District	Great Britain
0-15	17.1%	17.8%	18.8%
15-24	20.3%	9.6%	12.2%
25-44	14.6%	22%	26.4%
45-64	28.4%	29.3%	25.7%
65-84	16.4%	19.3%	15.8%
85+	3.2%	3.3%	2.4%
Total population	6,187	159,800	63,785,900

- 9.2.5. With regards to housing delivery, Table 9.2 shows that over the last 5 years 283 dwellings were completed on average per annum; considerably short of the target set by the HEDNA⁴¹.
- 9.2.6. A variation in delivery rates is also apparent, with the highest number recorded in 2014/15 (414) and the lowest a year earlier in 2013/14 (183). The recent trend in net completions suggest an increase in housing delivery in the District, but there is a clear need for growth

Table 9.2: Net Housing Completions in Harrogate District (Source: Harrogate Borough Council)

	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17
Completions (net)	261	188	200	183	414	305	316
Housing requirements	390 ¹	390	390	390	669 ²	669	669
Under Supply	-129	-202	-190	-207	- 255	-364	-353

¹ Annualised housing figure from adopted Harrogate District Core Strategy

² Annualised housing figure from HEDNA (2017)

- 9.2.7. Harrogate District has a considerably higher number of owned households compared to the rest of England (see Table 9.3). Subsequently there were fewer households which were classified under socially rented and shared ownership.

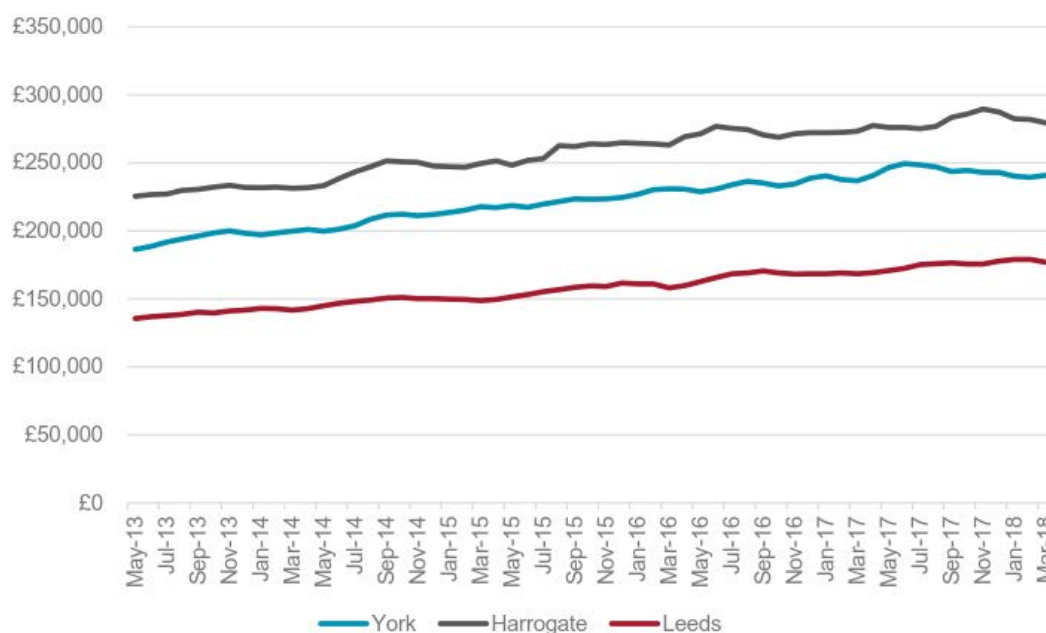
⁴¹ Housing and Economic Development Needs Assessment.

Table 9.3: Housing Tenure in 2011 (ONS Housing Tenure)

	Harrogate (numbers)	Harrogate (%)	England (%)
All Categories	67,169	-	-
Owned (Total)	47,738	71%	63.3%
Shared Ownership	395	0.6%	0.8%
Socially Rented	6,138	9.1%	17.7%
Private Rented	11,771	17.5%	16.8%
Living Rent Free	11,127	16.7%	1.3%

- 9.2.8. The average house price in Harrogate District in March 2018 (£279,280) showed a 2.2% increase on March 2017 (see Figure 9.1).
- 9.2.9. Average prices in Harrogate are significantly higher when compared to neighbouring local authority areas and the country as a whole. For example, the average price in the housing market area of Hambleton was £228,345, in York it was £240,743, and in North Yorkshire it was £217,967⁴².
- 9.2.10. The average detached house price in the borough of Harrogate in March 2018 was £451,899, which is a 2.8% increase on March 2017. The average semi-detached house price was £270,833, and the average terrace was £223,637. In comparison, average prices of semi-detached for the market area of Hambleton were £207,231, in York it was £245,331, and in North Yorkshire it was £207,002.
- 9.2.11. Average house prices in the borough of Harrogate are not only significantly higher than neighbouring areas, but also higher than average house price values across North Yorkshire (£217,967) and the nation as a whole (£224,144).

Table 9.1: Average house prices for all property types May 2013 to May 2018 (Source: New Settlement Concept Framework)



⁴² Harrogate Borough Council (2018) New Settlement Concept Framework: Property Market Appendix.

Summary of future baseline

- 9.2.12. The Harrogate District Strategic Housing Market Assessment (2016) suggests that due to a combination of factors including the forecasted increase in population, 557 additional dwellings are required annually in Harrogate District between 2014 and 2035 to meet local housing needs.
- 9.2.13. According to property market analysis undertaken as part of the planning for the New Settlement⁴³, Harrogate District is a very strong market area with demand currently outstripping supply to a significant degree, particularly for family housing. Therefore, it is likely that the demand will continue.
- 9.2.14. In the absence of an up to date Local Plan it is possible that speculative housing developments could be proposed and won on appeal.

9.3 Key headline issues

- 9.2.15. The key issues are as follows:
- The population local to the new settlement area has increased by 12% between 2011 and 2016.
 - Net completions in the Harrogate District have fallen short of local housing need in recent years.
 - Average house prices in Harrogate District are considerably higher than neighbouring areas and have increased by 2.2% over the last year.
 - The population within the immediate vicinity of the new settlement is over-represented in the 15-24 age group and under-represented in the 25-44 age group.

9.4 Scoping outcome

- 9.2.16. There is a need to provide new housing across the district, with development at a new settlement likely to contribute significantly towards needs. In particular, a large-scale development could help to provide a wider range of housing including affordable homes.
- 9.2.17. Given that the principle of a large-scale development has been established in this location, (and is proposed in the emerging Local Plan), the scope for further effects with regards to housing would be dependent upon the scale, type and mix to be secured.
- 9.2.18. The SEA has the potential to explore how positive effects on housing can be maximised, but it is anticipated that the effects of different spatial approaches would not be too dissimilar. Nevertheless, the SEA topic 'Population and Housing' has been **SCOPED IN** to the SEA.

9.5 What are the SEA objectives and appraisal questions for the Population and Housing SEA theme?

- 9.2.19. The SEA topic 'Population and Housing' has been scoped-in to the SEA. Table 9.4 presents the SEA objective and appraisal questions that will be used to assess the plan in relation to this theme.

⁴³ Harrogate Borough Council (2018) New Settlement Concept Framework: Property Market Appendix.

Table 9.4: SEA Framework of objectives and assessment questions: Population and Housing

SEA Objective	Supporting Questions
Provide everyone with the opportunity to live in good quality, affordable housing which meets the needs of occupiers throughout their life.	Will the option/proposal help to: • Support the provision of a responsive range of house types and sizes to meet identified needs? • Provide quality and flexible homes that meet people's needs throughout their lives? • Enhance housing provision in existing communities?

10. Health and Wellbeing

Focus of theme:

- Health indicators and deprivation; and
- Influences on health and wellbeing.

10.1 Policy Context

- 10.1.1. The **NPPF** (2018) contains as part of its three overall overarching objectives, a social objective to *'support strong, vibrant and healthy communities... by fostering a well-designed and safe built environment'*. It also states that *'access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities'*.
- 10.1.2. The Framework further outlines that the planning system should aim to achieve healthy, inclusive and safe places that are designed to promote social interactions, are safe and accessible and enable and support healthy lifestyles.
- 10.1.3. Fair Society, Healthy Lives (**'The Marmot Review'**)⁴⁴ (2011) investigated health inequalities in England and the actions needed in order to tackle them. Subsequently, a supplementary report was prepared providing additional evidence relating to spatial planning and health on the basis that there is: *'overwhelming evidence that health and environmental inequalities are inexorably linked and that poor environments contribute significantly to poor health and health inequalities'*.
- 10.1.4. The Government's **'A Green Future: Our 25 Year Plan to Improve the Environment'** (2018) sets out a series of goals for improving the environment and how they will work with communities and businesses over the next 25 years to achieve them. Relevant proposals include connecting people with the environment to improve health and wellbeing by:
- Using green spaces including through mental health services.
 - Encouraging children to be close to nature, in and out of school, with particular focus on disadvantaged areas.
 - Greening our towns and cities by creating green infrastructure and planting one million urban trees.
 - Making 2019 a year of action for the environment, working with Step Up To Serve and other partners to help children and young people from all backgrounds to engage with nature and improve the environment.
- 10.1.5. The **North Yorkshire Joint Health and Wellbeing Strategy 2015-2020**⁴⁵ identifies the main health and wellbeing challenges across the county under 5 overarching themes and sets out priorities to address the challenges.
- 10.1.6. The **Harrogate District Core Strategy** (2009) makes many references to protect, enhance and increase the provision of green infrastructure across the District. It further sets out requirements for inclusive communities where all people have access to health, sport and recreation facilities.

⁴⁴ The Marmot Review (2011) The Marmot Review: Implications for Spatial Planning [online] available at: <http://www.nice.org.uk/nicemedia/live/12111/53895/53895.pdf>

⁴⁵ Health and Wellbeing Board North Yorkshire. Joint Health and Wellbeing Strategy 2015-2020 [online] available at: <http://www.nypartnerships.org.uk/jhws>

10.2 Baseline Summary

Summary of current baseline

10.2.1. According to the Harrogate Health Profile 2018⁴⁶, the health of people in the District is varied compared with the England average.

- The life expectancy for both males and females and the under 75 mortality rate for all causes is significantly better in Harrogate District than the regional and England averages.
- In contrast, alcohol specific or related stays in hospital and smoking prevalence in adults is worse than the England average.
- People in Harrogate District are significantly more active than those across England and slightly less likely to be overweight.
- The under 18 conception rate is significantly better in Harrogate District compared to the England average. Similarly, new sexually transmitted infections rate is also significantly better.

10.2.2. The closest hospital, Clifton Park in York, is approximately located 9.2 miles from the new settlement area. The closest hospital with an A&E department, Harrogate District Hospital, is located approximately 9.5 miles from the new settlement area. There is also a medical centre, Springbank Surgery, located in Green Hammerton. Health and wellbeing facilities within the Green Hammerton / Cattal area are illustrated in Figure 10.1.

10.2.3. The Index of Multiple Deprivation 2015 (IMD) is an overall relative measure of deprivation constructed by combining seven domains of deprivation according to their respective weights, as described below. The seven deprivation domains are as follows:

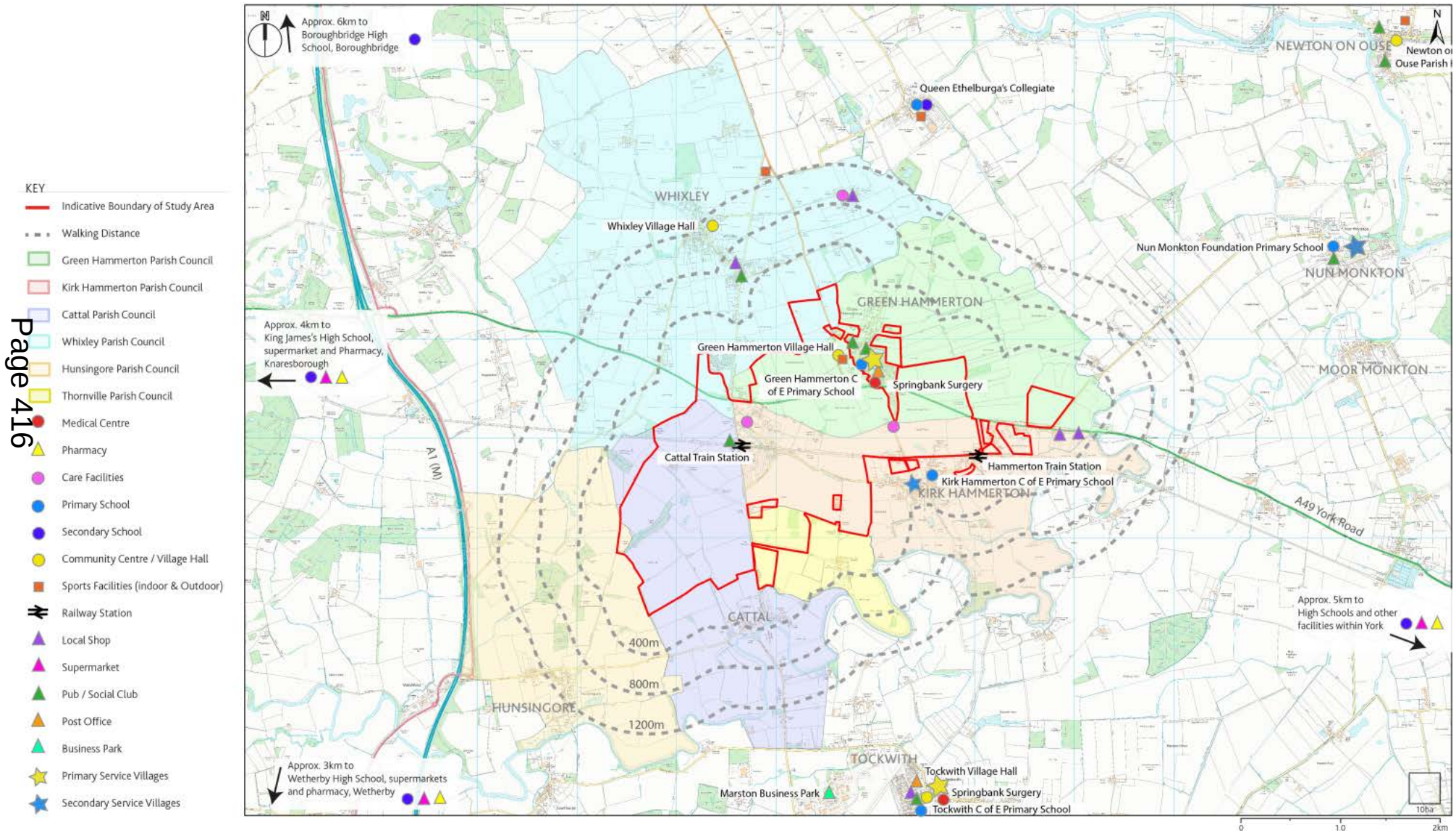
- **Income:** The proportion of the population experiencing deprivation relating to low income, including those individuals that are out-of-work and those that are in work.
- **Employment:** The proportion of the working-age population in an area involuntarily excluded from the labour market, including those who would like to work but are unable to do so due to unemployment, sickness / disability, or caring responsibilities.
- **Education, Skills and Training:** The lack of attainment and skills in the local population.
- **Health Deprivation and Disability:** The risk of premature death and the impairment of quality of life through poor physical or mental health. Morbidity, disability and premature mortality are also considered, excluding the aspects of behaviour or environment that may be predictive of future health deprivation.
- **Crime:** The risk of personal and material victimisation at local level.
- **Barriers to Housing and Services:** The physical and financial accessibility of housing and local services.
- **Living Environment:** The quality of the local environment, including the quality of housing stock, air quality and road traffic incidents.

Two indices, subsets of the Income deprivation domain, are also included:

- **Income Deprivation Affecting Children Index:** The proportion of all children aged 0 to 15 living in income deprived families.
- **Income Deprivation Affecting Older People Index:** The proportion of all those aged 60 or over who experience income deprivation.

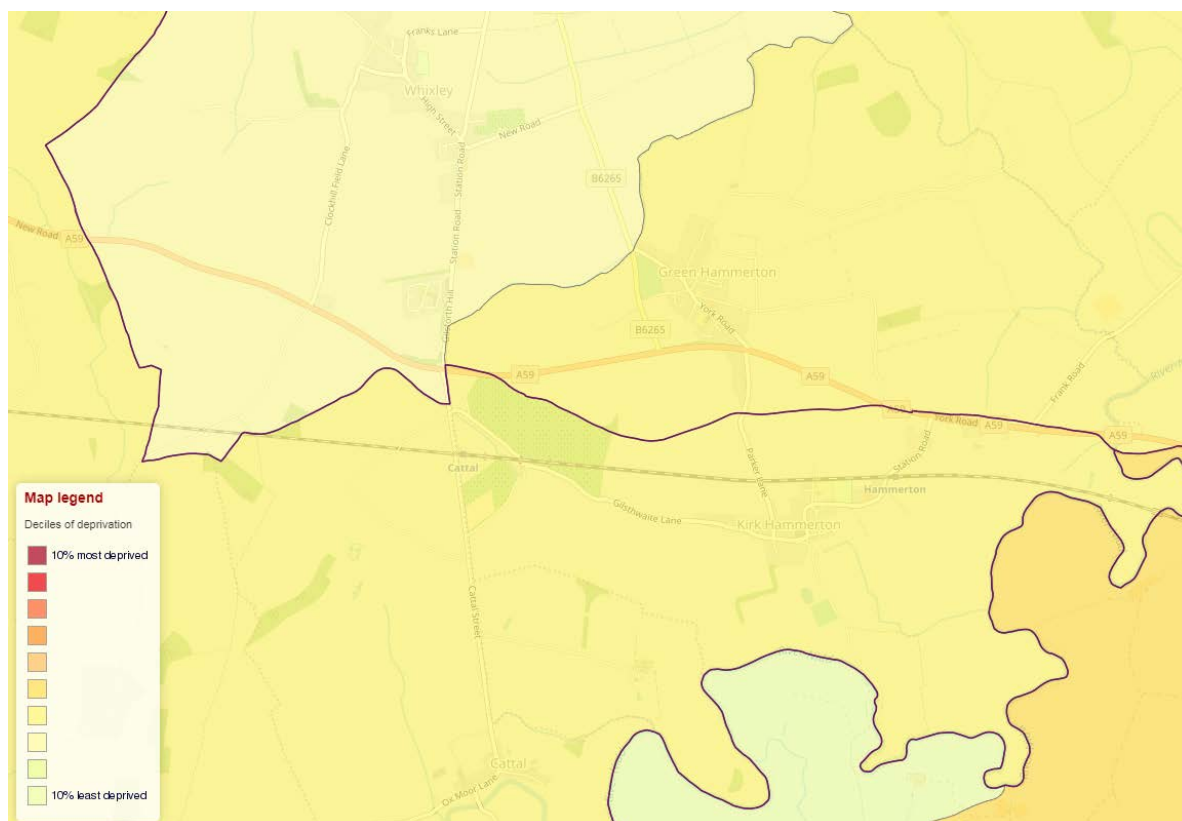
⁴⁶ Public Health England (2018) Harrogate Local Authority Health Profile 2018 [online] available at: <https://fingertips.phe.org.uk/profile/health-profiles>

Figure 10.1: Health and Wellbeing facilities within the vicinity of the New Settlement area (adopted from the Concept Framework Baseline Report)



- 10.2.4. As illustrated in Figure 10.2 below, most of the new settlement area falls within the 40% least deprived areas in England, with the northern parts of the site towards Whixley being amongst the 30% least deprived. As there is a strong correlation between deprivation and health, this complements the findings of the Health Profiles and suggests a higher than average level of health and wellbeing.

Figure 10.2: Indices of Multiple Deprivation 2015 in the area within and in the vicinity of the New Settlement area (Adopted from the MHCLG Indices of Multiple Deprivation 2015 Explorer)



- 10.2.5. Access to open space and green infrastructure is widely recognised to have a positive effect on the health of communities by encouraging and facilitating outdoor activity.
- 10.2.6. The new settlement area and wider vicinity includes several play areas, allotments and accessible green spaces. However, the new settlement area has inadequate access to outdoor sports facilities and parks.
- 10.2.7. Figure 10.3 below illustrates the extent and location of open space, green infrastructure and recreational facilities in the Green Hammerton / Cattal area.

Summary of future baseline

- 10.2.8. In the absence of further development, the predominant land use in the area would remain to be agricultural in nature. The existing community facilities would be anticipated to remain in use, but this is difficult to predict. It is unlikely that levels of deprivation would change substantially.
- 10.2.9. With any large-scale development, the demand for health and recreation facilities within the Green Hammerton / Cattal area would increase. Therefore, there would be a need to widen and enhance the choice and quality of facilities available to new and existing communities.

Figure 10.3: Green Infrastructure / Iesiure facilities within the vicinity of the new settlement area (adopted from the Concept Framework Report, 2018)

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10.3 Key headline issues

10.3.1. The key issues are as follows:

- Harrogate District has a broadly healthy population with higher than national average life expectancy.
- The Green Hammerton / Cattal area has lower than average levels of deprivation when compared to areas nationally.
- There are several health and recreational facilities within the vicinity of the new settlement area but there is inadequate access to outdoor sports facilities and parks.
- There would be a need for new health and recreational facilities to support population growth in the Green Hammerton / Cattal area, which is predominantly rural at present.

10.4 Scoping outcome

10.4.1. The SEA topic 'Health and Wellbeing' has been **SCOPED IN** to the SEA as the Plan has the potential to help tackle inequalities in access to quality green space and recreational facilities. There will also be a need to address future healthcare infrastructure

10.5 What are the SEA objectives and appraisal questions for the Health and Wellbeing SEA theme?

10.5.1. The SEA topic 'Health and Wellbeing' has been scoped in to the SEA. Table 10.1 presents the SEA objective and appraisal questions that will be used to assess the plan in relation to this theme.

Table 10.1: SEA Framework of objectives and assessment questions: Health and Wellbeing

SEA Objective	Supporting Questions
Protect and improve the health and wellbeing of residents by enhancing the quality and accessibility of open space, facilities for recreation and health.	Will the option/proposal help to: • Promote accessibility and availability to a range of leisure, health and community facilities, for all community groups? • Provide and enhance the provision of community access to green infrastructure, in accordance with Accessible Natural Greenspace Standards? • Improve access to local parks?

11. Transportation

Focus of theme:

- Transportation infrastructure;
- Traffic flow and congestion;
- Accessibility;
- Car ownership; and
- Travel to work;

11.1 Policy Context

- 11.1.1. The **NPPF** (2018) requires that '*transport issues should be considered from the earliest stages of plan-making*'. The scale, location and density of development should reflect '*opportunities from existing or proposed transport infrastructure*'. To help reduce congestion and emissions, and improve air quality and public health the planning system should focus significant development '*on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes*'. The Framework also requires that planning policies support an appropriate mix of uses across an area to further help reduce the need to travel as well as the provision of high quality walking and cycling network.
- 11.1.2. The **Transport for the North Strategic Transport Plan**⁴⁷ (2018) sets out a plan for transport infrastructure investment in the North of England with an aim of supporting economic growth through enhanced connectivity and higher productivity.
- 11.1.3. The **North Yorkshire Local Transport Plan**⁴⁸ (2016) sets out the council's priorities, plans and strategies for managing, maintaining and improving all aspects of the local transport system over the 30 year period. The objectives of the LTP include supporting economic growth, improve road and transport safety, improving access to services, managing adverse impacts of transport on the environment and promoting healthier travel opportunities.
- 11.1.4. The **Harrogate District Core Strategy** (2009) aims to integrate development and transport provision and locate development where it is accessible to key services and facilities and a range of transport modes. It also encourages public transport, walking and cycle routes provision and emphasises its importance in rural areas.

11.2 Baseline Summary

Summary of current baseline

- 11.1.5. The new settlement area is well served by the national highway network with the A59 York Road, that connects Harrogate with York and the A1(M), intersecting through the northern part of the area. A secondary road (B6265) connects the rest of the northern part of the New Settlement area to the A59 and several tertiary roads connect the southern part of the area to the strategic road.
- 11.1.6. A network of roads provides good interconnectivity within the new settlement area and to settlements nearby including Green Hammerton, Kirk Hammerton and Cattal. Both the A59 and the A1(M) are currently congested at peak times and do not have the capacity to accommodate significant housing growth in the Green Hammerton / Cattal area⁴⁹.

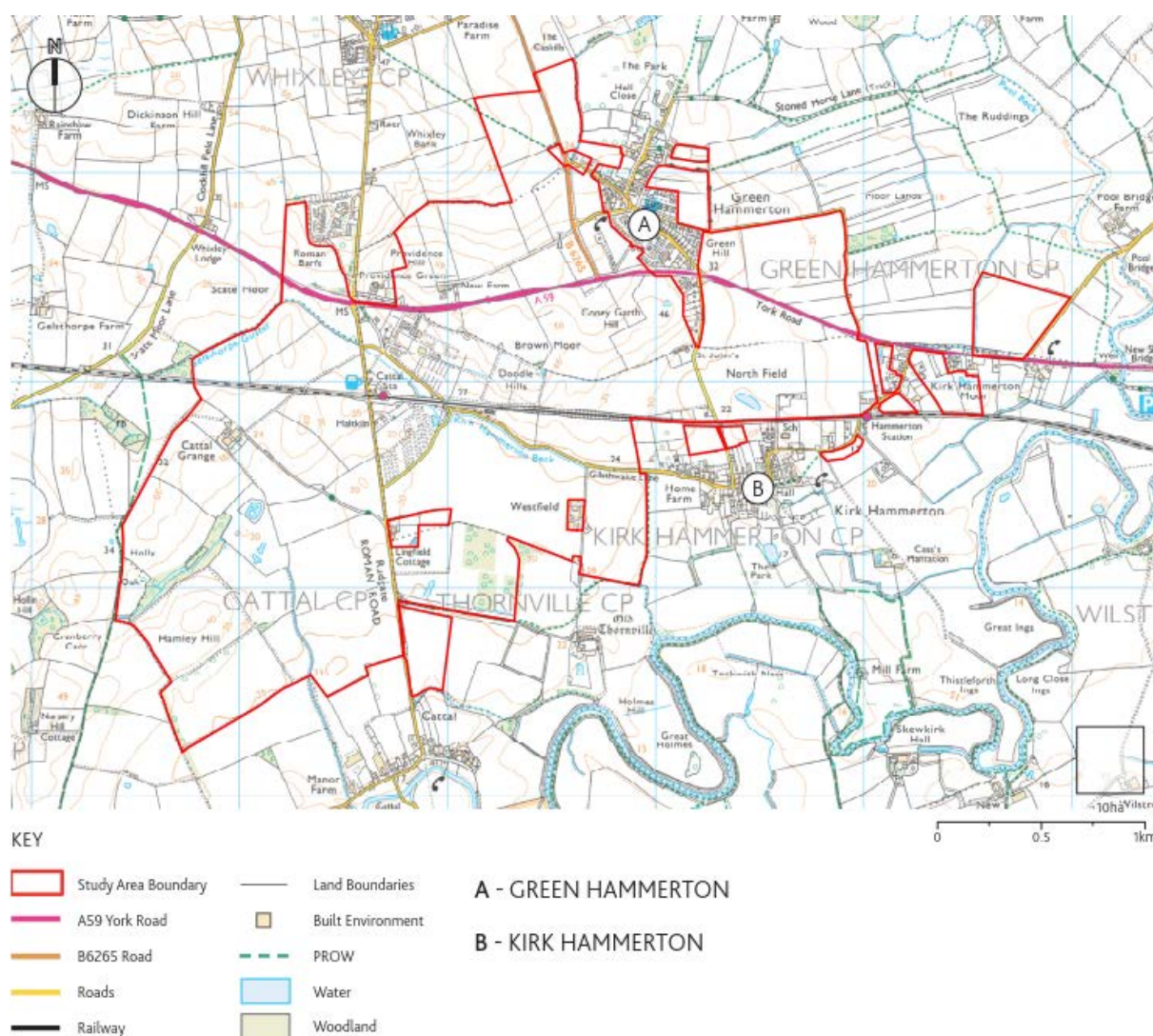
⁴⁷ Transport for the North (2018) Strategic Transport Plan [online] available at: <https://transportforthenorth.com/stp/>

⁴⁸ North Yorkshire county Council (2016) North Yorkshire Local Transport Plan 2016-2045 [online] available at: <https://www.northyorks.gov.uk/local-transport-plan>

⁴⁹ Harrogate Borough Council (2018) Green Hammerton / Cattal New Settlement Concept Framework – Transport and Movement Appendix.

11.1.7. Figure 11.1 below illustrates the transport infrastructure and Public Rights of Ways within and in the vicinity of the New Settlement area.

Figure 11.1: Transport Infrastructure and Public Right of Ways (adopted from the Concept Framework)



11.1.8. The new settlement area is served by two railway stations, Cattal and Hammerton stations, both along the Harrogate line that connects between Leeds with York.

11.1.9. Cattal station falls within the boundary of the broad new settlement area whereas Hammerton station falls immediately adjacent. Both stations generally benefit from an hourly eastbound service to York and a westbound service to Leeds. The frequencies of these services vary between peak and non-peak times.

11.1.10. Whilst trains may not be very frequent, journey times to a number of key destinations are within a convenient daily commute as evidenced in Table 11.1

Table 11.1: Typical rail journey times

	From Cattal	From Hammerton
Knaresborough	8 mins	11 mins
Harrogate	17 mins	20 mins
Leeds	54 mins	59 mins
York	24 mins	20 mins

- 11.1.11. A limited bus service, route 22/23, provides a 2 hourly service between York and Harrogate via Boroughbridge, Ripon and Knaresborough.
- 11.1.12. Whilst journey times to York (25 minutes) and Boroughbridge (27 minutes) are reasonable, journey times to Knaresborough (1 hour 42 minutes) and Harrogate (2 hours 4 minutes) are unattractive due to the services indirect routeing. However, the service provides access to many local destinations that are not accessible by rail or any other form of public transport, in particular Boroughbridge which provides secondary education.
- 11.1.13. Figure 11.2 illustrates how most of the new settlement area falls within reasonable catchment of either rail or bus services. However, it further demonstrates how much of the area has no convenient access to bus services.
- 11.1.14. As illustrated in Figure 11.1, there are several Public Right of Ways (PRoWs) surrounding and connecting within the new settlement area. The main footways within the new settlement area run east/ west along the railway line and the A59. A series of PRoWs further run north/south across the fields around the new settlement area.
- 11.1.15. According to Census data, local residents in the Green Hammerton / Cattal area are less likely to travel to work by sustainable modes of transport such as public transport (see Table 11.2) when compared with the national average.
- 11.1.16. A significantly greater proportion of people tend to work from home, which can be considered to be sustainable in that it avoids the need for transportation. However, this could also highlights the poor local transport access to employment.

Table 11.2: Methods of travel to work (Census 2011)

	Green Hammerton / Cattal area	England and Wales	Difference
Work mainly from home	15%	5.4%	9.6%
Underground, metro, light rail or tram	0.1%	3.9%	-3.8%
Train	2.7%	5.2%	-2.5%
Bus, minibus or coach	1%	7.3%	-6.3%
Taxi	0.2%	0.5%	-0.4%
Motocycle, scooter or moped	0.6%	0.8%	-0.2%
Driving a car or a van	67.5%	57.5%	9.9%
Passenger in a car or a van	3.8%	5.1%	-1.3%

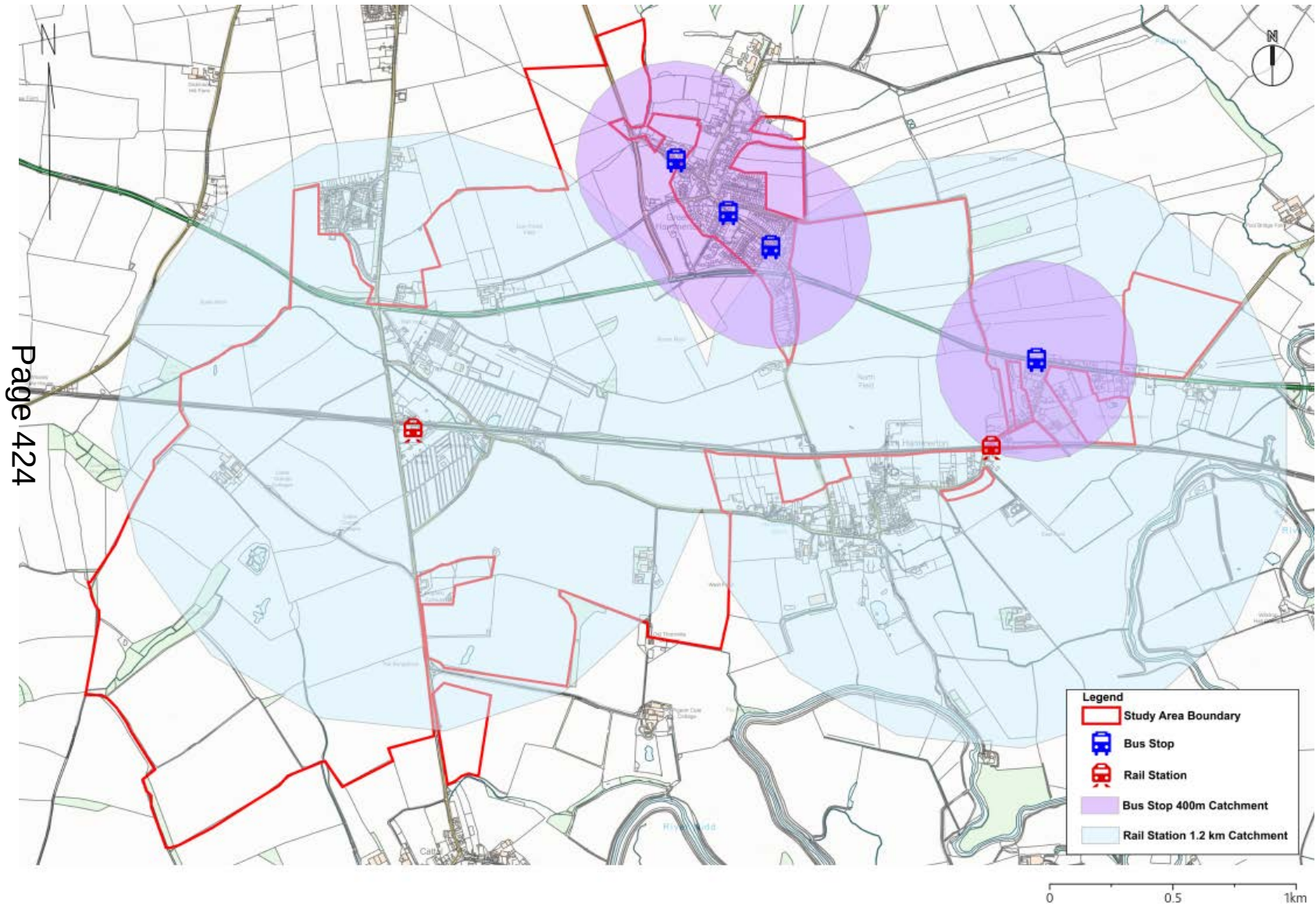
Bicycle	1.1%	2.9%	-1.8%
On foot	7.2%	10.7%	-3.5%
Other	0.8%	0.7%	0.1%

11.1.17. Due to the rural nature of the new settlement area and its vicinity, car parking and cycle infrastructure is minimal with the exception of facilities at the Cattal and Hammerton railway stations.

Summary of future baseline

11.1.18. The proposed allocation for housing and development in the emerging Local Plan for the Green Hammerton / Cattal area is likely to result in higher amounts of traffic along the A59. As the main thoroughfare does not have the capacity to accommodate additional road users during peak times, this will likely result in further congestion. However, a greater local population and subsequent demand for public transport will provide opportunities to increase bus and rail provision which should make these sustainable modes of transport more attractive and help reduce the current excessive car use.

Figure 11.2: Existing public transport accessibility catchments (adopted from the New Settlement Concept Framework)



11.3 Key headline issues

11.1.19. The key issues are as follows:

- The new settlement area is well served by the national highway network but may need to increase capacity to accommodate additional traffic as a result of substantial development in the Green Hammerton / Cattle area.
- The built up areas within the new settlement area are served by bus and rail with connections to York, Harrogate and Leeds.
- Local residents in the Green Hammerton / Cattal area are more likely to travel by car compared to the national average.

11.4 Scoping outcome

11.1.20. The SEA topic 'Transportation' has been **SCOPED IN** to the SEA, as large scale development in this area is likely to generate additional traffic and movement in the Green Hammerton / Cattal area.

11.5 What are the SEA objectives and appraisal questions for the Transportation SEA theme?

11.1.21. The SEA topic 'Transportation' has been scoped in to the SEA. Table 11.3 presents the SEA objective and appraisal questions that will be used to assess the plan in relation to this theme.

Table 11.3: SEA Framework of objectives and assessment questions: Transportation

SEA Objective	Supporting Questions
Reduce the need to travel and support modal shift to active and sustainable modes of travel such as walking, cycling and public transport.	Will the option/proposal help to: • Increase the range, availability and affordability of sustainable travel choices i.e. public transport, walking, cycling? • Improve road safety? • Promote sustainable patterns of land use and development that reduce the need to travel and reliance on the private car? • Enable transport infrastructure improvements?

12. Economy

Focus of theme:

- Rural economies;
- Employment land and opportunities; and
- Unemployment / economic activity.

12.1 Policy Context

12.1.1. The **NPPF** (2018) contains an economic objective to *'help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity'*.

12.1.2. It also requires that planning seeks to *'create the conditions in which businesses can invest, expand and adapt'* with policies required to *'to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment'*. Planning policies are also required specifically to address support for the rural economy.

12.1.3. The **Northern Powerhouse strategy**⁵⁰ (2016) sets out how the government will work with local stakeholders to increase productivity and economic growth across the North of England. It outlines a commitment by the government to invest in transport infrastructure, support the growth of skills, innovation and businesses and to establish a strong 'Northern Powerhouse' brand that is well recognised around the world.

12.1.4. The **Leeds City Region Enterprise Partnership Strategic Economic Plan**⁵¹ (2014) sets out targets for jobs growth and economic output in the City Region area and proposes a strategy for delivering this. It identifies four key priorities as follows:

- Unlocking the potential of businesses in key economic sectors;
- Making the most of a skilled and flexible workforce;
- A resource smart City Region; and
- Creating an environment for growth (through major cities, housing and transport).

12.1.5. The **York, North Yorkshire, and the East Riding Enterprise Partnership Strategic Economic Plan**⁵² (2014) sets out a vision for economic growth in the City Region area. It identifies five key priorities:

- Supporting the growth and innovation of small and micro businesses;
- Becoming a global leader in food manufacturing, agri-tech and bio-renewables
- Improving inspiration and skills amongst the local workforce
- Creating economically successful places; and
- A well-connected economy.

12.1.6. The **Harrogate District Economic Growth Strategy**⁵³ (2017-2035) aims to prioritise and support 'good growth' in the district, to achieve a sustainable and resilient economy by 2035 (*featuring new higher value jobs, an increase in Gross value added (GVA) and a boost in average workplace wages to at least the regional average*).

⁵⁰ HM Treasury (2016) Northern Powerhouse strategy [online] available at: <https://www.gov.uk/government/publications/northern-powerhouse-strategy>

⁵¹ Leeds City Region Enterprise Partnership (2014) Strategic Economic Plan [online] available at: http://investleedscityregion.com/system/files/uploaded_files/SEP-2016-FINAL.pdf

⁵² York, North Yorkshire, and the East Riding Enterprise Partnership (2014) Strategic Economic Plan available at: <https://www.businessinspiredgrowth.com/wp-content/uploads/2015/06/EUSIF-Strategic-Economic-Plan.pdf>

⁵³ Harrogate Borough Council Economic Growth Strategy 2017-2035 [online] available at: https://www.harrogate.gov.uk/downloads/file/2762/economic_growth_strategy_2017-2035

12.2 Baseline Summary

Summary of current baseline

- 12.2.1. As outlined in Table 12.1 below, the proportion of economically active population within Harrogate District exceeds that of the regional average and the average for Great Britain.
- 12.2.2. Further to this, there are a higher proportion of individuals who are in employment compared to regional (8.8% higher) and national (6.6% higher) averages. This is reflected in a greater proportion of employees and self-employed people.
- 12.2.3. Unemployed people make a significantly smaller proportion of the economically active population of Harrogate than those regionally and nationally.

Table 12.1: Employment and unemployment between April 2017 and March 2018 (ONS Annual Population Survey 2018)

	Harrogate (numbers)	Harrogate (%)	Yorkshire and Humber (%)	Great Britain (%)
Economically Active Total	75,200	83.9%	77.3%	78.4%
In Employment Total	75,900	80%	73.5%	75%
Employees	62,400	68.2%	63.8%	64%
Self Employed	13,200	11.4%	9.4%	10.6%
Unemployed	2,800	3.5%	4.8%	4.3%

- 12.2.4. With regards to the level of education and skills, Harrogate has a considerably larger proportion of people with higher levels of education (in particular NVQ3 and NVQ4) than the regional and national averages (see Table 12.2). Similarly, the proportion of economically active people with no qualifications make up around 5.6% compared to an average of 9.5% in Yorkshire and Humber and 7.7% nationally.

Table 12.2: Qualifications amongst economically active people in 2017 (ONS Annual Population Survey 2018)

	Harrogate (numbers)	Harrogate (%)	Yorkshire and Humber (%)	Great Britain (%)
NVQ4 and above	37,500	42.5%	33%	38.6%
NVQ3 and above	53,500	60.6%	52.3%	57.2%
NVQ2 and above	69,600	78.8%	71.1%	74.7%
NVQ1 and above	79,300	89.8%	83.4%	85.4%
Other Qualifications	4,100	4.6%	7%	6.9%
No Qualifications	4,900	5.6%	9.5%	7.7%

12.2.5. There are a range of businesses within and adjacent to the masterplan area including:

- Westfield farm – Crop / food production.
- Boutique shops.
- Post office and village shops.
- Home based crafts businesses.
- Johnsons of Whixley Commercial Nursery
- Public houses: The Bay Horse, Anchor Inn, The Victoria
- Taxis
- Car repairs
- Ainsty Farm Shop

Summary of future baseline

12.2.6. The Local Enterprise Partnership has strong ambitions to drive economic growth, including in rural areas. National and local planning policies also seek to support economic growth and diversification.

12.2.7. This is likely to lead to improved employment opportunities across the District. Growth in the new settlement area may also help to support a growing workforce.

12.2.8. The delivery of strategic transport plans should help to improve accessibility to new employment opportunities for residents of the District and the Green Hammerton / Cattal area.

12.2.9. A positive outlook is also anticipated for education and skills provision as facilities are upgraded, apprenticeship schemes are promoted and job opportunities are created.

12.3 Key headline issues

12.2.10. The key issues are identified as follows:

- The Harrogate District has a higher than average proportion of employed economically active people and individuals with higher levels of qualifications.
- The development of the new settlement area has the potential to support investment in the area, and provide accommodation for a growing workforce.
- Changes in land use could potentially affect rural economic activity.

12.4 Scoping outcome

12.2.11. Whilst the area is currently economically diverse and has no issues in regards to unemployment, the development will increase the population, therefore employment opportunities need to grow to meet the new demand. As a result, economy has been **SCOPED IN** to the SEA. This means that the plan will be assessed for its performance against economic objectives.

12.5 What are the SEA objectives and appraisal questions for the Economy SEA theme?

12.2.12. The SEA topic 'Economy' has been scoped in to the SEA. Table 12.3 presents the SEA objective and appraisal questions that will be used to assess the plan in relation to this theme.

Table 12.3: SEA Framework of objectives and assessment questions: Economy

SEA Objective	Supporting Questions
Support and maintain a strong and sustainable local economy	Will the option/proposal help to: • Support the local economy and provide access to employment opportunities? • Sustain high level of local education and skills by ensuring sufficient access and provision to local schools and education facilities?

13. Minerals and Waste

Focus of theme:

- Mineral resources (safeguarded areas);
- Waste and recycling rates; and
- Waste and recycling facilities.

13.1 Policy Context

- 13.1.1. The **NPPF** (2018) recognises the need for a '*sufficient supply of minerals to provide the infrastructure, buildings, energy and goods that the country needs*' and states that as '*minerals are a finite natural resource, and can only be worked where they are found, best use needs to be made of them to secure their long-term conservation*'. The Framework further emphasises the need to maintain supply. As part of its environmental objective, the Framework seeks to minimise waste and requires development to make sufficient provision for the management of waste.
- 13.1.2. The **National Planning Policy for Waste**⁵⁴ (2014) states that waste planning authorities '*should prepare Local Plans which identify sufficient opportunities to meet the identified needs of their area for the management of waste streams*'. It further sets out a criteria for waste planning authorities to assess the suitability of sites, this includes '*the capacity of existing and potential transport infrastructure to support the sustainable movement of waste, and products arising from resource recovery, seeking when practicable and beneficial to use modes other than road transport*'.
- 13.1.3. The **Waste Management Plan for England**⁵⁵ (2013) provides an analysis on waste management in England, bringing current and planned waste management policies together in one place.
- 13.1.4. The **North Yorkshire Minerals and Waste Joint Plan Publication Draft**⁵⁶ (2016) identifies the need for mineral extraction and waste management in the county. It sets out aims to delivering sustainable waste management, achieving the efficient use of mineral resources, optimising the spatial distribution of minerals and waste development and protecting and enhancing the environment.

13.2 Baseline Summary

Summary of current baseline

- 13.2.1. The geology of North Yorkshire is varied but contains extensive deposits of minerals with potential for use as aggregate. The following landbanks are associated with each aggregate⁵⁷:
- Sand and gravel has a landbank of 7.7 years.
 - The crushed rock landbank is between 25 and 30 years.
- 13.2.2. The superficial deposits in the new settlement area and its vicinity consist of a combination of sand and clay types, whereas the form of the bedrock is Sherwood Sandstone - Sandstone.

⁵⁴ MHCLG (2014) National Planning Policy for Waste [online] available at: <https://www.gov.uk/government/publications/national-planning-policy-for-waste>

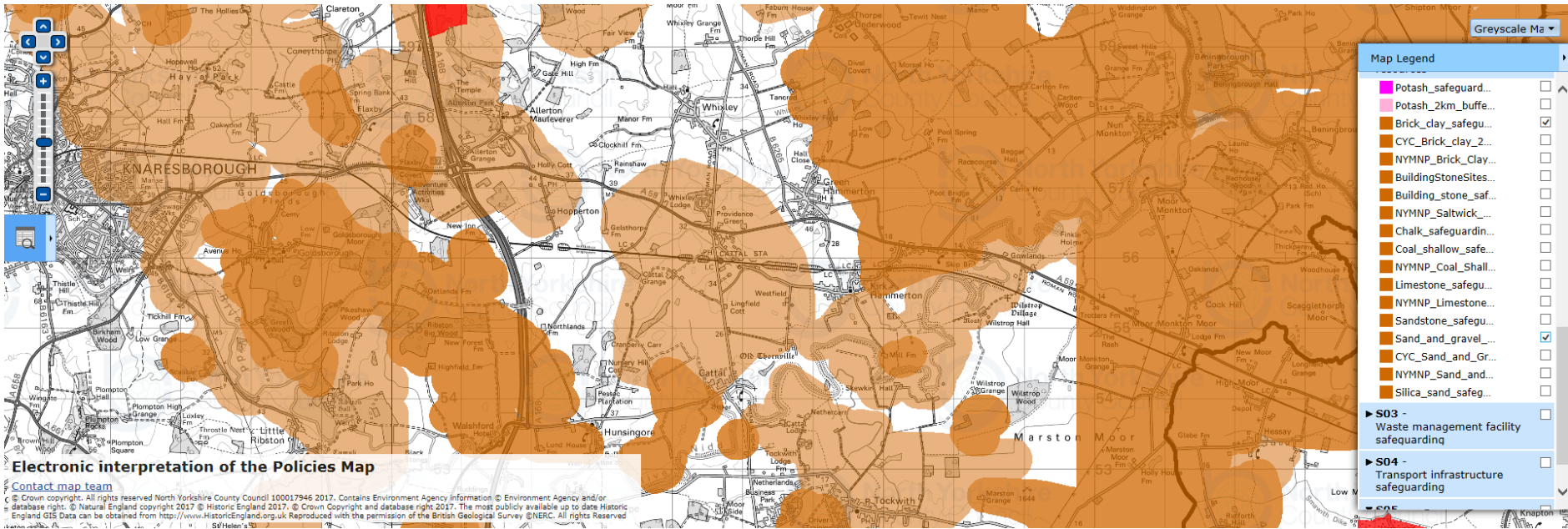
⁵⁵ Defra (2013) Waste Management Plan for England [online] available at: <https://www.gov.uk/government/publications/waste-management-plan-for-england>

⁵⁶ North Yorkshire County Council (2016) North Yorkshire Minerals and Waste Joint Plan Publication Draft [online] available at: <https://www.northyorks.gov.uk/minerals-and-waste-joint-plan-examination>

⁵⁷ North Yorkshire County Council (2013) Local Aggregate Assessment for the North Yorkshire Sub-region.

13.2.3. As illustrated in Figure 13.1, much of the Plan area falls within an area that is safeguarded for sand and gravel resources. A smaller part of the area is also identified as having potential brick clay resources.

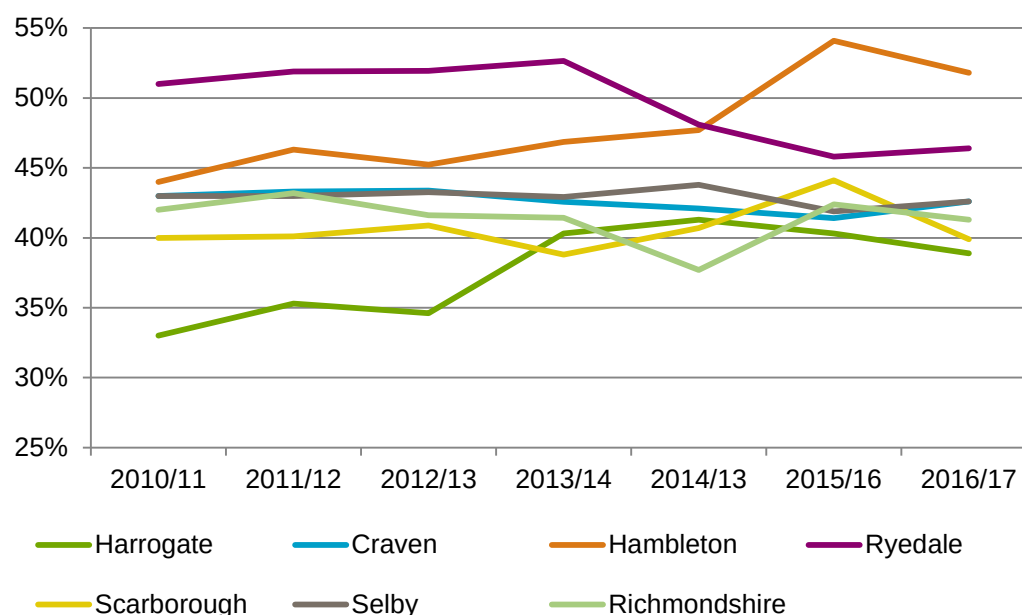
Figure 13.1: Safeguarded Minerals Areas within proximity to the Plan area (Generated from North Yorkshire Council interactive policy map)



- Brick Clay
- Sand and Gravel

- 13.2.4. With regards to waste, North Yorkshire County Council aim to dispose of at least 50% of all household waste 'sustainably' by 2020, an increase from 46% in 2016⁵⁸.
- 13.2.5. The proportion of household waste sent to landfill in 2016 was 53%, it is anticipated that by 2020 at least 75% of household waste will be disposed in a more sustainable manner.
- 13.2.6. As illustrated in Figure 13.2 below, the recycling, composting and reuse rates in Harrogate District was considerably below the rates in Districts across North Yorkshire until 2013/14 when it rose to 41.3%, since the rate has gradually been declining with the latest results placing it at 38.9% (2016/17).

Figure 13.2: Percentage of total household waste recycled, composted or reused in the District areas of North Yorkshire between 2010 and 2017 (Source: WasteDataFlow)



- 13.2.7. Harrogate Borough Council operates a kerbside recycling scheme, collecting a range of recyclables including: paper, cardboard and cartons, mixed plastics, tins, cans and glass. This is collected on alternative fortnights to the fortnightly rubbish collection service for non-recyclables.
- 13.2.8. The nearest Household Waste Recycling Centre to the new settlement area is located at Tholthorpe (approximately 8.6 miles). This site accepts a wide range of materials as suitable for recycling.

Summary of future baseline

- 13.2.9. The adoption and implementation of the North Yorkshire Minerals and Waste Joint Plan should help secure adequate landbanks of minerals in the long term as well as identifying areas and infrastructure of importance for mineral safeguarding. .
- 13.2.10. Due to increasing pressures and incentives to improve recycling and composting rates, it is likely that recycling rates will continue to increase in the longer term (in spite of a temporary decline in recent years).
- 13.2.11. The opening of the Waste Recovery Park at Allerton along with other measures to reduce waste sent to landfill should considerably reduce the total amount of waste sent to landfill locally.

⁵⁸ North Yorkshire Minerals and Waste Joint Plan Publication Draft.

13.3 Key headline issues

13.2.12. The key issues are as follows:

- The North Yorkshire County area has sufficient landbanks of minerals.
- Household waste recycling rates are increasing but steadily in the Harrogate District.
- The closest Household Recycling Centre is at some distance from the new settlement area.

13.4 Scoping outcome

13.2.13. The topic of 'Waste' has been **SCOPED OUT** of the SEA. Though development at the scale involved will lead to the use of natural resources and the generation of wastes, this would be the case regardless of location. The effects of the masterplan are therefore not expected to be significant in the context of the baseline position

13.2.14. With regards to 'Minerals' much of the Plan area falls within areas that are Safeguarded for Sand and Gravel and / or Brick Clay (to a lesser extent). Therefore, there is potential for possible mineral resources to be sterilised. Conversely, development may offer the opportunity to extract minerals prior to construction. This topic has been **SCOPED-IN** to the SEA.

13.5 What are the SEA objectives and appraisal questions for the Minerals and Waste SEA theme?

13.2.15. The SEA topic 'Minerals' has been Scoped-In to the SEA. Table 13.1 presents the SEA objective and appraisal questions that will be used to assess the plan in relation to this theme.

Table 13.1: SEA Framework of objectives and assessment questions: Minerals

SEA Objective	Supporting Questions
Contribute to the effective management of mineral resources	Will the option/proposal help to: • Avoid the sterilisation of sand and gravel resources? • Avoid the sterilisation of brick clay resources? • Support the extraction of mineral resources where economically viable and technically feasible?

14. The SEA Framework and Methodologies

14.1 The SEA Framework

- 14.1.1. The SEA framework has been established through the identification of key issues and environmental objectives as part of the scoping exercise. This draws upon the baseline position and policy context that has been prepared for a range of SEA topics (as set out in Chapters 2-13).
- 14.1.2. The framework consists of a set of headline objectives and ancillary questions, which will be used to appraise the environmental effects of the draft Development Plan Document (and any reasonable alternatives).
- 14.1.3. Table 14.1 below outlines the full SEA Framework, which brings together the objectives and questions that have been set out at the end of each SEA topic chapter. The Framework focuses on those issues that have been identified as the most important to consider in the preparation of the Plan; but acknowledging the limited influence that the Plan can have in some areas.

Table 14.1: The SEA Framework

SEA Objective	Supporting Questions (Will the option/proposal help to:)
1. To protect, conserve and enhance air quality.	• Protect local air quality? • Minimise the contribution towards air quality issues in other parts of the district by reducing emissions from traffic?
2. Protect and enhance the function and connectivity of biodiversity habitats and species	• Support connections between habitats in the Green Hammerton / Cattal area? • Avoid any impacts on the Aubert Ings SSSI and the Kirk Deighton SAC? • Avoid the loss of hedgerows and compensate for their loss? • Achieve a net gain in biodiversity? • Support access to, interpretation and understanding of biodiversity? • Increase the resilience of biodiversity in the New Settlement area to the effects of climate change?
3. Support the resilience of the Green Hammerton / Cattal area to flood risk	• Improve green infrastructure networks in the plan area to support adaptation to the potential effects of climate change? • Sustainably manage surface water run-off, ensuring that the risk of flooding is not increased (either within the plan area or downstream) and where possible reduce flood risk? • Ensure the potential risks associated with climate change are considered through new development in the plan area?
4. Contribute to climate change mitigation	• Support the development of renewable and low carbon energy schemes?
5. Protect, enhance and manage the character, function and enjoyment of the historic environment	• Conserve, better reveal the significance and enhance heritage assets, their setting and the wider historic environment? • Contribute to better management of heritage assets? • Identify and protect / enhance features of local cultural importance? • Support access to, interpretation and understanding of the historic environment? • Support the protection and recording of archaeological features?

SEA Objective	Supporting Questions (Will the option/proposal help to:)
6. Ensure that development protects and complements important landscape features whilst retaining a rural character	• Conserve and enhance the character and quality of landscapes? • Contribute to better management of landscape assets? • Maintain areas of 'tranquility'? • Be mindful of 'dark skies'? • Support access to, interpretation and understanding of the surrounding landscape? • Improve linkages to open space and the countryside?
7. Minimise the avoidable loss of the most valuable soils and agricultural land	• Minimise the loss of the most valuable soils, where possible? • Compensate for the loss of productive agricultural land?
8. Protect and enhance the quality of watercourses, ground and surface water quality.	• Protect groundwater quality in the NVZ? • Minimise water consumption? • Reduce surface water pollution?
9. Provide everyone with the opportunity to live in good quality, affordable housing which meets the needs of occupiers throughout their life.	• Support the provision of a responsive range of house types and sizes to meet identified needs? • Provide quality and flexible homes that meet people's needs throughout their lives? • Enhance housing provision in existing communities?
10. Protect and improve the health and wellbeing of residents by enhancing the quality and accessibility of open space, facilities for recreation and health.	• Promote accessibility and availability to a range of leisure, health and community facilities, for all community groups? • Provide and enhance the provision of community access to green infrastructure, in accordance with Accessible Natural Greenspace Standards? • Improve access to local parks?
11. Reduce the need to travel and support modal shift to active and sustainable modes of travel such as walking, cycling and public transport.	• Increase the range, availability and affordability of sustainable travel choices i.e. public transport, walking, cycling? • Improve road safety? • Promote sustainable patterns of land use and development that reduce the need to travel and reliance on the private car? • Enable transport infrastructure improvements?
12. Support and maintain a strong and sustainable local economy	• Support the local economy and provide access to employment opportunities? • Avoid negative effects on existing businesses whilst improving opportunities for increased local spending? • Sustain high level of local education and skills by ensuring sufficient access and provision to local schools and education facilities? • Promote diversification of rural economies?
13. Contribute to the effective management of mineral resources	• Avoid the sterilisation of sand and gravel resources? • Avoid the sterilisation of brick clay resources? • Support the extraction of mineral resources where economically viable and technically feasible?

15. Next Steps

15.1 Subsequent stages for the SEA process

15.1.1. Scoping (the current stage) is the second stage in a six-stage SEA process:

- Screening (NPPG Stage A)
- Scoping (NPPG Stage B)
- Assess reasonable alternatives, with a view to informing preparation of the draft plan (NPPG Stage C)
- Assess the draft plan and prepare the Environmental Report with a view to informing consultation and plan finalisation (NPPG Stage D/E)
- Publish a 'statement' at the time of plan adoption in order to 'tell the story' of plan-making/SEA (and present 'measures decided concerning monitoring') (NPPG Stage F)

15.1.2. The next stage will involve appraising reasonable alternatives for the Plan. It is envisaged that this will be focused on a high-level appraisal of three broad concept options to understand the benefits and drawbacks of different forms of development within the new settlement area.

15.1.3. The findings of the appraisal of these alternatives will be fed back to the local planning authority so that they might be taken into account when preparing the draft plan.

15.2 Consultation on the Scoping Report

15.2.1. Public involvement through consultation is a key element of the SEA process. At this scoping stage, the SEA Regulations only require consultation with the three statutory bodies (*Environment Agency, Historic England and Natural England*).

15.2.2. However, it is beneficial to involve a wider range of stakeholders so that they may offer feedback on the proposed approaches, and provide complementary information that can help to refine the scope of the SEA.

15.2.3. All consultees are invited to comment on the content of this Scoping Report, in particular the evidence base for the SEA, the identified key issues and the proposed SEA Framework.

15.3 Download and viewing details

15.2.4. Comments on the Scoping Report should be sent to:

Ian McCluskey, *Principal Sustainability Consultant, AECOM Ltd, 4th Floor, Bridgewater House, Manchester, M1 6LT*

Email address: ian.mccluskey@aecom.com

15.2.5. All comments received on the Scoping Report will be reviewed and will influence the development of the SEA where appropriate.

16. Glossary

Best and Most Versatile Agricultural Land - Agricultural land is classified into five grades. Grade one is best quality and grade five is poorest quality. A number of consistent criteria are used for assessment which include climate (temperature, rainfall, aspect, exposure, frost risk), site (gradient, micro-relief, flood risk) and soil (depth, texture, stoniness). Any land that is classified as Grade 1, 2 or 3a is considered to be 'best and most versatile', which means it is capable of supporting a wider range of agricultural activities.

Index of Multiple Deprivation (IMD) – This is a measure of deprivation in England, for every local authority and super output area seven domains of deprivation are measured: (Income, Employment, Health deprivation and Disability, Education Skills and Training, Barriers to Housing and Services, Crime the Living Environment). This allows all 32,482 SOAs to be ranked according to how deprived they are relative to each other. This information is then brought together into one overall Index of Multiple Deprivation 2004.

LNR – Local Nature Reserves (LNRs) are for both people and wildlife. They are places with wildlife or geological features that are of special interest locally. They offer people special opportunities to study or learn about nature or simply to enjoy it.

NNR - Many of the finest sites in England for wildlife and geology are National Nature Reserves (NNR). There are currently 224 across the country and almost all are accessible and provide great opportunities for people to experience nature.

Objective – A statement of what is intended, specifying the desired direction of change in trends

Option - For the purposes of this report 'option' is synonymous with 'alternative' in the SEA Directive

Plan - For the purposes of the SEA Directive this is used to refer to all of the documents to which this guidance applies, including Development Plan Documents. Supplementary Planning Documents are not part of the statutory Development Plan but are required to have an SEA should there be potential for significant negative effects..

RAMSAR – Ramsar sites are wetlands of international importance designated under the Ramsar Convention.

Locally Important Geological Sites – LIGs are designated by locally developed criteria and are currently the most important designated sites for geology and geomorphology outside statutorily protected areas such as SSSIs.

SAC – Special Areas of Conservation (SACs) are strictly protected sites designated under the EC Habitats Directive. Article 3 of the Habitats Directive requires the establishment of a European network of important high-quality conservation sites that will make a significant contribution to conserving the 189 habitat types and 788 species identified in Annexes I and II of the Directive

Scheduled Monument - A 'nationally important' archaeological site or historic building, which is given protection against unauthorised change.

Scoping – The process of deciding the important issues and level of detail of a strategic environmental assessment.

Screening – The process of deciding whether a document requires an SEA.

SEA Directive – European Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment

SEA Regulations – The Environmental Assessment of Plans and Programmes Regulations 2004 (which transposed the European SEA Directive into UK law).

SPA – Special Protection Areas (SPAs) are strictly protected sites classified in accordance with Article 4 of the EC Birds Directive, which came into force in April 1979. They are classified for rare and vulnerable birds (as listed on Annex I of the Directive), and for regularly occurring migratory species.

SSSI – SSSIs are the country's very best wildlife and geological sites. They include some of our most spectacular and beautiful habitats - large wetlands teeming with waders and waterfowl, winding chalk rivers, gorse and heather-clad heathlands, flower-rich meadows, windswept shingle beaches and remote uplands moorland and peat bog.

Super Output Area (SOA) – SOAs are a new geographic hierarchy designed to improve the reporting of small area statistics in England and Wales. Three layer of SOA have been devised: Lower Layer - Minimum population 1000; mean 1500. Built from groups of SOAs (typically 4 to 6) and constrained by the boundaries of the Standard Table (ST) wards used for 2001 Census outputs. Middle Layer - Minimum population 5000; mean 7200. Built from groups of Lower Layer SOAs and constrained by the 2003 local authority boundaries used for 2001 Census outputs. Upper Layer - To be determined; minimum size c.25, 000.

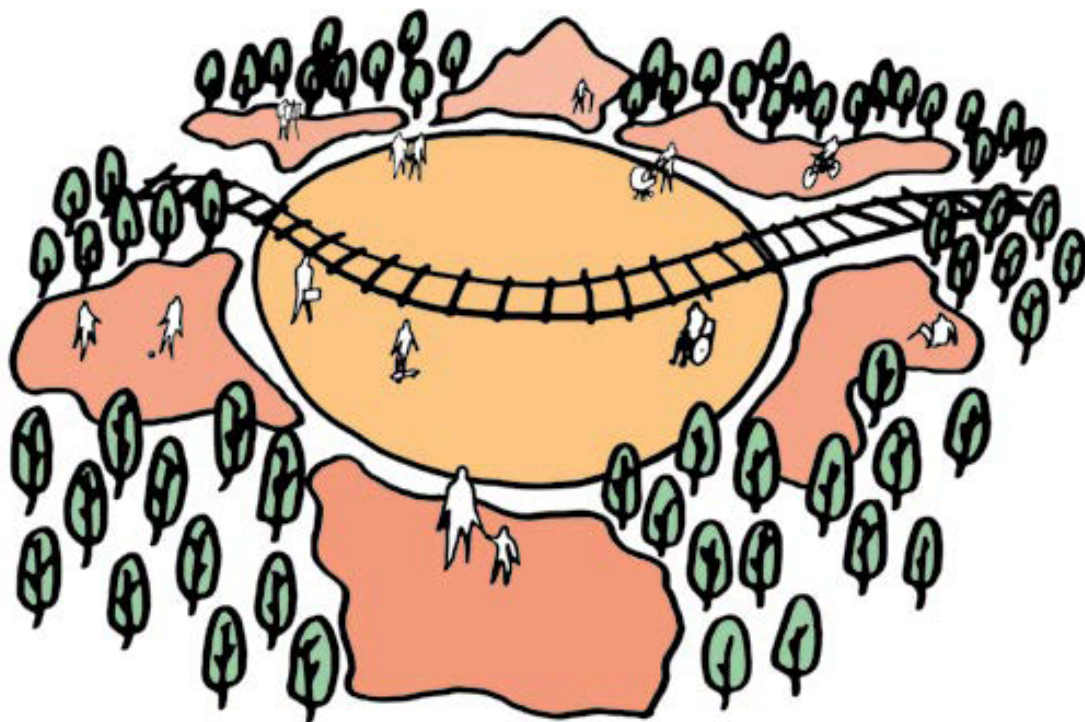
Strategic Environmental Assessment (SEA) – An environmental assessment process that is applied to policies, plans and programmes. In the UK, SEA is used to refer to an environmental assessment in compliance with the 'SEA Directive'.

Sustainability Appraisal (SA) – A form of assessment which considers the economic, social and environmental effects of a plan, policy or programme. SA, as applied to Local Development Documents, incorporates the requirements of the SEA Directive.

Sustainability Issues – Important factors in an area including social, environmental and economic factors.

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New Settlement (Maltkiln) Development Plan Document (DPD)



Main Modifications Habitats Regulations Assessment

January 2025

Assessment of Proposed Main Modifications 1

- 1.1** The Maltkiln New Settlement Habitats Regulations Assessment, Test of Likely Significant Effects, was prepared and published in April 2022 by AECOM on behalf of Harrogate Borough Council.
- 1.2** On the 1 April 2023 North Yorkshire Council was formed which assumed responsibility for administering the area previously administered by North Yorkshire County Council and the district councils of Harrogate, Craven, Hambleton, Richmondshire, Ryedale, Scarborough and Selby. The Regulation 19 consultation was held prior to the formation of North Yorkshire Council.
- 1.3** The Modifications as set out in the Maltkiln (New Settlement) DPD Proposed Modifications Schedule following Regulation 19 consultation have been assessed against the Habitats Regulation Assessment April 2022. None of the proposed modifications have led to changes to the Habitat Regulations Assessment (HRA).
- 1.4** The HRA April 2022 conclusion that there is a high degree of confidence there will not be a likely significant effect from the proposal on any European sites, either alone or in combination with other projects, still stands.
- 1.5** Following the Examination in Public in September 2024 a modification to the boundary has been proposed to help facilitate delivery. The boundary is shown to extend to the east increasing the developable area and thus reducing the land allocated as Strategic Green Gap.
- 1.6** This revised boundary has been assessed against the Habitat Regulation Assessment April 2022 to assess whether the modifications proposed impact on European Sites either alone or in combination with other projects.
- 1.7** The proposed modifications to the boundary do not take the new settlement closer to any European sites or Ramsar sites. The closest of which, Kirk Deighton SAC (designated for great crested newts) is approximately 5.7km to the southwest, the next nearest European site being Strensall Common SAC located 15.3km to the east. While the boundary is proposed to be modified to the east the distance from Strensall SAC still exceeds 10km.
- 1.8** North Pennine Moors SAC/SPA is situated 26.8km to the west of the new settlement boundary.
- 1.9** As above, the HRA April 2022 conclusion that there is a high degree of confidence there will not be a likely significant effect from the proposal on any European sites, either alone or in combination with other projects, still stands.
- 1.10** For completeness the HRA April 2022 report follows.

Malkiln New Settlement DPD

Habitats Regulations Assessment
Test of Likely Significant Effects

Harrogate Borough Council

April 2022

Quality information

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Revision History

Revision	Revision date	Details	Authorized	Name	Position
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1. Introduction

- 1.1 In October 2020 Harrogate Borough Council produced a Habitats Regulations Assessment Screening Report documenting a Test of Likely Significant Effects regarding the potential for Maltkiln New Settlement to impact any part of the National Site Network, a network of internationally important wildlife sites in England. The report concluded that no likely significant effects would arise on any such sites from Maltkiln New Settlement, either alone or in combination with other plans and projects. In a consultation response received 18th January 2021 Natural England concurred with the assessment. Since that initial Screening Report was produced the Development Plan Document has been further developed and draft policies have been produced. The Council has asked AECOM to review the DPD and produce an updated Habitats Regulations Assessment. That is the purpose of this report.
- 1.2 The National Site Network of Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) is protected via the Conservation of Habitats and Species 2017 (as amended, most recently in 2019 to reflect Brexit). These regulations also set out the process for assessing potential adverse effects on such sites, known as Habitats Regulations Assessment (HRA). Paragraph 181 of the National Planning Policy Framework¹ clarifies that, in England, the HRA process is also applied to another category of internationally important wildlife site called Ramsar sites. The short-hand phrase European sites is often used to refer to all three designations for convenience.
- 1.3 Figure 1 below sets out the legislative basis for Habitats Regulations Assessment.

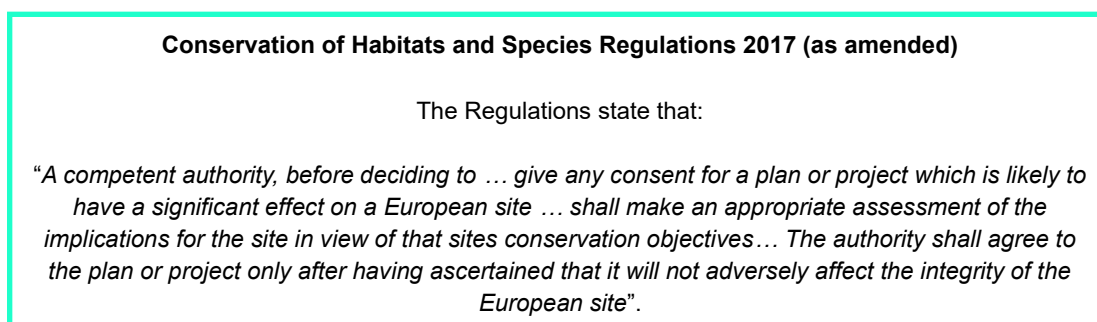


Figure 1: The legislative basis for Habitats Regulations Assessment

- 1.4 The first step in the process required by the regulations is to determine whether the project is likely to have a significant effect on any SAC, SPA or Ramsar site. That is the purpose of this document. If a likely significant effect will arise then an appropriate assessment is required.

¹ <https://www.gov.uk/guidance/national-planning-policy-framework>

2. Methodology

- 2.1 The HRA process applies the 'Precautionary Principle'² to European sites. Plans and projects can only be permitted having ascertained that there will be no adverse effect on the integrity of the European site(s) in question. Plans and projects with predicted adverse impacts on European sites may still be permitted if there are no alternatives to them and there are Imperative Reasons of Overriding Public Interest (IROPI) as to why they should go ahead. In such cases, compensation would be necessary to ensure the overall integrity of the site network. To ascertain whether or not site integrity will be affected, an Appropriate Assessment should be undertaken of the plan or project in question:
- 2.2 Over time the phrase 'Habitats Regulations Assessment' (HRA) has come into wide currency to describe the overall process set out in the Regulations from screening through to IROPI. This has arisen in order to distinguish the process from the individual stage described in the law as an 'Appropriate Assessment'.
- 2.3 In spring 2018 the 'Sweetman' European Court of Justice ruling³ clarified that 'mitigation' (i.e. measures that are specifically introduced to avoid or reduce a harmful effect on a European site that would otherwise arise) should **not** be taken into account when forming a view on likely significant effects. Mitigation should instead only be considered at the Appropriate Assessment stage. This HRA has been cognisant of that ruling.
- 2.4 The HRA has been carried out with reference to the general guidance on HRA published by government in February 2021⁴: AECOM has also been mindful of the implications of European case law in 2018, notably the Holohan ruling and the People over Wind ruling, both discussed below.

Scope of the Project

- 2.5 There is no guidance that definitively dictates the physical scope of an HRA in all circumstances, since the potential distance at which an impact can arise depends on the proposal, the sensitivity of European sites and the presence of a linking impact pathway for harm (e.g. noise, direct habitat loss etc.).
- 2.6 For the purposes of this assessment a 10km zone around the proposal site is considered suitably precautionary based on experience of similar projects i.e. those which involve the delivery of a large number of dwellings on a single site. For example, most core recreational catchments (except for some coastal sites) are under 10km in size and there are few wintering waterfowl and waders that make extensive use of functionally linked habitats located more than 10km from their core areas.
- 2.7 In some cases, development impacts can extend beyond 10km, particularly where hydrological pathways are involved, so 10km has not been used as an absolute cut off distance if the source-pathway-receptor concept suggests that a European site located further afield could be significantly affected.

HRA Task 1 – Test of Likely Significant Effects (LSEs)

- 2.8 The first stage of any Habitats Regulations Assessment is a screening for Likely Significant Effects (LSEs) - essentially a high-level assessment to decide whether the full subsequent stage known as Appropriate Assessment is required. The essential question is:

"Is the project, either alone or in combination with other relevant projects and plans, likely to result in a significant effect upon European sites?"
- 2.9 The objective is to filter out those plans and projects that, without any detailed appraisal, are unlikely to result in impacts upon European sites, usually because there is no mechanism for an adverse interaction with European sites. This stage is the purpose of this report.

² The Precautionary Principle, which is referenced in Article 191 of the Treaty on the Functioning of the European Union, has been defined by the United Nations Educational, Scientific and Cultural Organisation (UNESCO, 2005) as: *"When human activities may lead to morally unacceptable harm [to the environment] that is scientifically plausible but uncertain, actions shall be taken to avoid or diminish that harm. The judgement of plausibility should be grounded in scientific analysis"*.

³ People Over Wind and Sweetman v Coillte Teoranta (C-323/17)

⁴ <https://www.gov.uk/guidance/habitats-regulations-assessments-protecting-a-european-site>

- 2.10 A 2018 decision by the European Court of Justice⁵ concluded that measures intended to avoid or reduce the harmful effects of a proposed plan or project on a European site may no longer be considered by competent authorities at the LSEs stage of HRA. That ruling has been taken into account in producing this HRA.
- 2.11 Also, in 2018 the Holohan ruling⁶ was handed down by the European Court of Justice. Among other provisions paragraph 39 of the ruling states that *'As regards other habitat types or species, which are present on the site, but for which that site has not been listed, and with respect to habitat types and species located outside that site, ... typical habitats or species must be included in the appropriate assessment, if they are necessary to the conservation of the habitat types and species listed for the protected area'* [emphasis added]. Due account to this decision has been given in this HRA, particularly regarding the potential for mobile species for which an SAC or SPA is designated to be dependent on habitat outside the SAC or SPA.

Other plans and projects

- 2.12 It is a requirement of the Regulations for any Habitats Regulations Assessment to consider the potential for likely significant effects not only from the plan or project alone, but also (if there will be no significant effects alone) when considered 'in combination' with other plans and projects. For example, a new residential development situated within the core recreational catchment of a particular SAC may be too small to result in significant effects by itself, but when considered in combination with other planned residential developments to be delivered within the same core catchment over a similar timescale a likely significant effect could arise.

⁵ People Over Wind and Sweetman v Coillte Teoranta (C-323/17)

⁶ Case C-461/17

3. Test of Likely Significant Effects

- 3.1 Maltkiln New Settlement is situated within arable and pasture farmland, with the River Nidd to the south running from the south-west to the north-east. The surrounding countryside is populated by villages of varying sizes, including Whixley to the north, Kirk Hammerton and Green Hammerton to the east and Cattal to the south. According to Policy 1 (Development Framework) of the Maltkiln New Settlement DPD, the development of Maltkiln must provide, as a minimum, at least 3,000 dwellings, 5 hectares of employment land, on site education, health, retail, community and other services and facilities and a local centre, as well as appropriate infrastructure, flood risk mitigation and biodiversity net gain.
- 3.2 The following European sites or Ramsar sites lie within 10km of the proposed Maltkiln New Settlement:
- Kirk Deighton SAC, designated for great crested newt and located c. 5.7km to the south-west
- 3.3 The next nearest European site is Strensall Common SAC located 15.3km to the east. North Pennine Moors SAC/SPA is situated 26.8km to the west. Both these latter two SAC/SPAs are too far from Maltkiln New Settlement for any realistic impact pathways to arise.
- 3.4 Kirk Deighton SAC would be very susceptible to development within 500m of the SAC boundary as this is the typical roaming distance from their breeding ponds for the great crested newts for which the SAC is designated. However, the SAC is too far from Maltkiln New Settlement for this to be an issue.
- 3.5 The terrestrial habitats within the SAC boundary would be sensitive to atmospheric nitrogen deposition but this will primarily affect the botanical species composition of the sward. Great crested newts do not have highly specific terrestrial habitat requirements provided broad habitat structure is suitable (mainly, that the vegetation is not too short to provide too little cover). Relatively subtle changes in plant species composition and frequency will not affect the ability of the SAC to support great crested newts. Moreover, the SAC does not lie within 200m of any road likely to be a journey to work route from residents of Maltkiln New Settlement meaning that it will not be exposed to vehicular exhaust emissions. Moreover, for the Local Plan as a whole, traffic and air quality modelling was undertaken that modelled two transects within the Kirk Deighton SAC each travelling from 0m to 200m from the nearest modelled road and intersected every 5m with receptor points. The assessment concluded that the Local Plan would not lead to changes in nitrogen deposition greater than 1% of the relevant critical load for the habitats within the Kirk Deighton SAC and will therefore not adversely affect the integrity of the SAC. Natural England were consulted and confirmed that they were satisfied with both the assessment undertaken and the conclusions reached.
- 3.6 Kirk Deighton SAC is sensitive to negative changes in water quality due its great-crested newts. A significant increase in phosphorus levels (the limiting nutrient in freshwater environments) could lead to eutrophication, with concomitant low DO levels and high turbidity. High turbidity, in particular, has been observed in the SAC previously and could lead to the blocking of gills, hampering newt displaying behaviour and reducing invertebrate numbers. However, at 6km Maltkiln New Settlement is too far from the SAC for surface water runoff to be a concern for the SAC. Moreover, the Appropriate Assessment of the Local Plan examined the potential for hydrological impacts from growth in Harrogate borough and concluded that since Local Plan policy CC1 will not permit development where it would have an adverse effect on watercourses or increase the risk of flooding elsewhere, the Local Plan will not have a significant effect on either water quality or quantity.
- 3.7 In March 2022 Natural England issued a letter to a series of local authorities flagging that a nutrient neutrality requirement would apply to any net increase in residential populations of particular catchments within those authorities, in order to protect certain SACs and SPAs. However, Harrogate Borough Council is not one of the affected local authorities.
- 3.8 As such no impact pathways connecting to Kirk Deighton SAC or any other European sites have been identified. For completeness, each DPD policy is subject to a Test of Likely Significant Effects in Appendix B.

Other plans and projects

- 3.9 The most relevant plan or project (besides the Harrogate Local Plan, which has already been discussed) to be considered in combination with the New Settlement DPD would be the Leeds Local Plan, since Wetherby is within Leeds boundary and is located c. 320m from Kirk Deighton SAC at its closest. Development at

Wetherby would not reduce this separation distance since the intervening zone is all within Harrogate Borough. Moreover, the Leeds Site Allocations DPD, adopted in 2019, does not identify any housing sites for development in that part of Wetherby that lies within 500m of the SAC. As such, development in Leeds will not have a likely significant effect on Kirk Deighton SAC.

- 3.10 Since there is no impact pathway connecting the proposal with any European sites there is no mechanism for there to be a likely significant effect either alone, or in combination with other projects and plans, on any European site.

4. Conclusion

- 4.1 It can be concluded with a high degree of confidence there will not be a likely significant effect from the proposal on any European sites, either alone or in combination with other projects and plans.

Appendix A European sites within 10km of Maltkiln New Settlement

Kirk Deighton SAC

Introduction

- 4.2 Kirk Deighton SAC is 3.99ha in size, comprising improved grassland (95%), an inland water body (3%) and woody plant cultivations (2%). The SAC lies on the outskirts of the village of Kirk Deighton. It is a lowland site on neutral clay soils within a wider agricultural and pasture-led landscape.
- 4.3 Despite its relatively small size, the site supports an exceptionally large population of great-crested newts *Triturus cristatus* concentrated in a shallow breeding pond. The pond lies amidst pasture and mature hedgerows, which provide essential feeding and hibernation habitats for the newts. Other amphibian interest in the SAC includes smooth newt *Triturus vulgaris* and common frog *Rana temporaria*.

Qualifying Features⁷

- 4.4 Annex II species that are a primary reason for selection of this site:

- Great-crested newt *Triturus cristatus*

Conservation Objectives⁸

- 4.5 With regard to the SAC and the natural habitats and/or species for which the site has been designated (the 'Qualifying Features' listed below), and subject to natural change;
- 4.6 Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;
- The extent and distribution of the habitats of qualifying species
 - The structure and function of the habitats of qualifying species
 - The supporting processes on which the habitats of qualifying species rely
 - The populations of qualifying species, and,
 - The distribution of qualifying species within the site.

Threats / Pressures to Site Integrity⁹

- 4.7 Natural England's Site Improvement Plan highlights the following threats and pressures to the site integrity of the Kirk Deighton SAC:
- Change in land management
 - Habitat fragmentation

⁷ Available at: <https://sac.jncc.gov.uk/site/UK0030178> [Accessed on the 10/11/2020]

⁸ Available at: <http://publications.naturalengland.org.uk/publication/4695122595807232> [Accessed on the 10/11/2020]

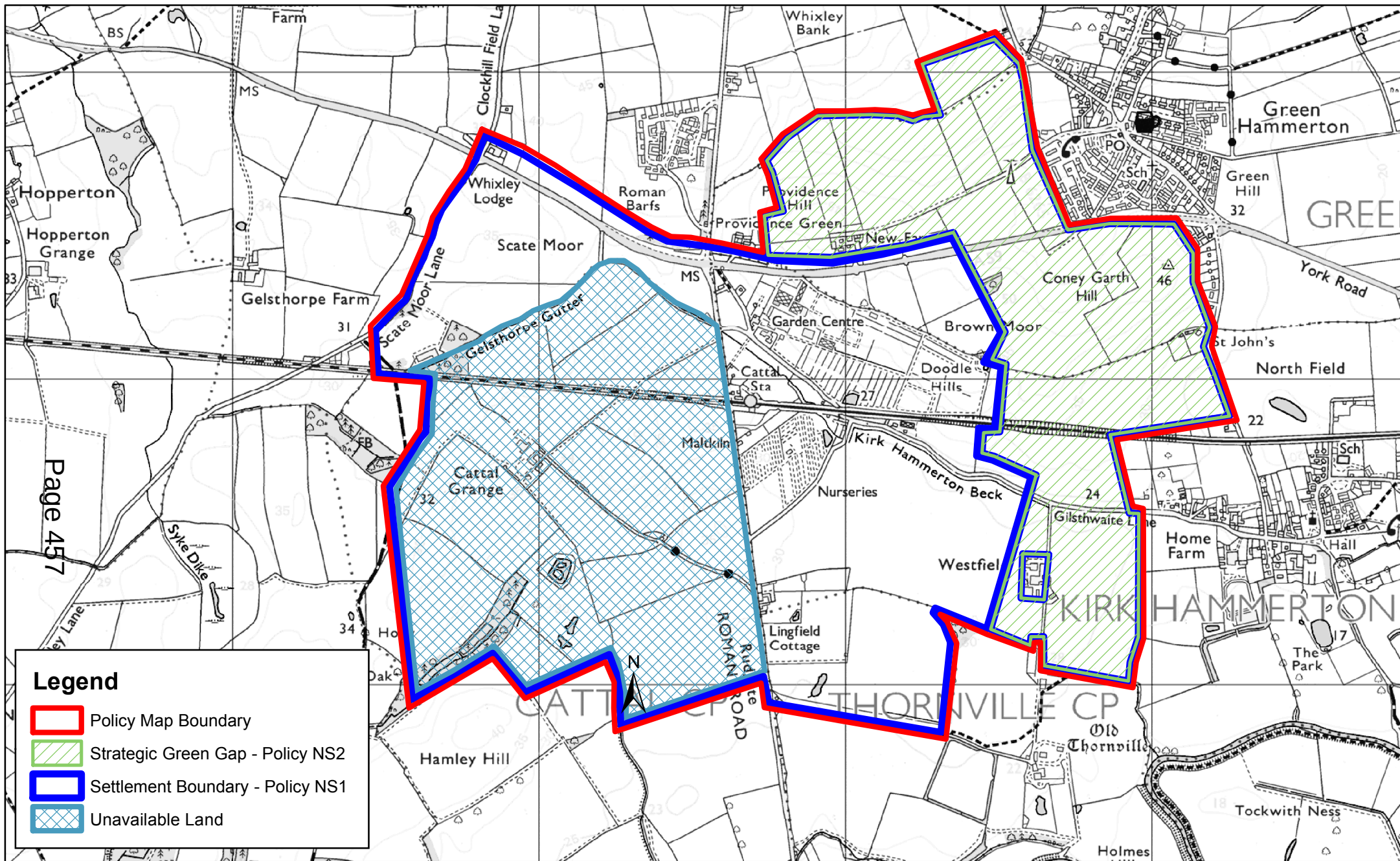
⁹ Available at: <http://publications.naturalengland.org.uk/publication/5267982863302656> [Accessed on the 10/11/2020]

Appendix B HRA Screening of DPD Policies

Policy	Likely Significant Effects?
Net zero movement and active travel	None – promotion of active travel will be environmentally positive.
Smart town strategy	None – the analysis in Section 3 concludes that Maltkiln New Settlement would be too far from internationally important wildlife sites, and insufficiently connected to them, for a likely significant effect to arise.
Net zero energy supply and use	None – net zero energy supply will be environmentally positive.
Embodied carbon and life-cycle emissions	None – this policy will be environmentally positive.
Supporting inclusive flexible living and working	None – flexible working does not present any impact pathways linking to internationally important wildlife sites
Climate resilience	None – this policy does not present any impact pathways linking to internationally important wildlife sites
Development framework	None – the analysis in Section 3 concludes that Maltkiln New Settlement would be too far from internationally important wildlife sites, and insufficiently connected to them, for a likely significant effect to arise.
Master-planning design principles	None – this policy does not present any impact pathways linking to internationally important wildlife sites
Strategic green gap	None – this policy does not present any impact pathways linking to internationally important wildlife sites
Flood risk and drainage	None – this policy will be environmentally positive.
Green and blue infrastructure strategy	None – this policy will be environmentally positive.
Providing biodiversity net gain	None – this policy will be environmentally positive.
Open space and sport provision	None – this policy does not present any impact pathways linking to internationally important wildlife sites
Protecting Aubert Ings SSSI	None – this policy will be environmentally positive.
Designated Heritage Assets - Kirk Hammerton Conservation Area, Old Thornville and Providence House	None – this policy will be environmentally positive.
Cattal Bridge	None – this policy will be environmentally positive.
Church of St John the Baptist, Hunsingore	None – this policy will be environmentally positive.
Milestone near Providence House	None – this policy will be environmentally positive.
Archaeology	None – this policy will be environmentally positive.

Policy	Likely Significant Effects?
Non-designated heritage assets	None – this policy will be environmentally positive.
Housing mix and density	None – this policy does not present any impact pathways linking to internationally important wildlife sites
Affordable housing	None – this policy does not present any impact pathways linking to internationally important wildlife sites
Specialist housing	None – this policy does not present any impact pathways linking to internationally important wildlife sites
Self and custom-build housing	None – the analysis in Section 3 concludes that Maltkiln New Settlement would be too far from internationally important wildlife sites, and insufficiently connected to them, for a likely significant effect to arise.
Local centre	None – this policy does not present any impact pathways linking to internationally important wildlife sites
Employment	None – the analysis in Section 3 concludes that Maltkiln New Settlement would be too far from internationally important wildlife sites, and insufficiently connected to them, for a likely significant effect to arise.
Education provision	None – this policy does not present any impact pathways linking to internationally important wildlife sites
Social and community facilities	None – this policy does not present any impact pathways linking to internationally important wildlife sites
Sustainable travel and connectivity	None – this policy will be environmentally positive.
Walking and cycling	None – this policy will be environmentally positive.
Cycle parking and storage	None – this policy does not present any impact pathways linking to internationally important wildlife sites
High quality public transport: rail infrastructure	None – the analysis in Section 3 concludes that Maltkiln New Settlement would be too far from internationally important wildlife sites, and insufficiently connected to them, for a likely significant effect to arise.
High quality public transport: bus provision	None – the analysis in Section 3 concludes that Maltkiln New Settlement would be too far from internationally important wildlife sites, and insufficiently connected to them, for a likely significant effect to arise.
Street hierarchy	None – this policy does not present any impact pathways linking to internationally important wildlife sites
Highway mitigation and improvements	None – the analysis in Section 3 concludes that Maltkiln New Settlement would be too far from internationally important wildlife sites, and insufficiently connected to them, for a likely significant effect to arise.
Minimising car usage	None – this policy will be environmentally positive.

aecom.com



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Ms Catriona Gatrell
Head of Legal Property, Planning and
Environment
North Yorkshire Council
County Hall
Northallerton
DL7 8AD

Our ref RXM/RMS/OAK03482.2

Your ref

30 August 2024

BY POST AND EMAIL
[REDACTED]

Dear Catriona Gatrell

Maltkiln New Settlement DPD

I'm writing to you on behalf of my clients, Oakgate Yorkshire Limited and Caddick Developments Limited (both of which are owned and controlled by Caddick Group Limited).

Oakgate Yorkshire Limited made an outline planning application to Harrogate Council in 2019 (reference 19/00017/EIAMAJ) for a new settlement development at Maltkiln and your Council is now the relevant planning authority for the purposes of determination of that application. That application aligned with the Submission DPD for the new settlement. It predated several things that have happened more recently, and which are explained below. As you are also aware Caddick has now sought to amend that application on 23 July 2024. Attached to this letter (Appendix A) is a Document Schedule which sets out a chronology and list of relevant documents submitted to the Council, related to that amendment. The Document Schedule explains the nature of the amendment by reference to the relevant application documents.

In summary the effect of that amendment is to:

- Relocate one of the previously proposed A59 junctions that was west of the Gilsforth Hill/Station Road junction, to the east of that existing junction,
- Introduce a vehicular and active travel link from that new junction to the B6265 at Green Hammerton,
- Introduce a main circulatory road from that new A59 junction southwards and then through the southern part of the new settlement, before reconnecting with the A59 broadly in the area of the access shown in Figure 2 of the Submission DPD,
- Extend areas of the new settlement development eastwards (north of the railway line), up to the western edge of that new circulatory road,
- Make minor regularising boundary amendments to the north western and south western edges of the New Settlement, unrelated to the Green Gap area.

Given that the Council is aware of the revisions to the application referred to above and has been for some time, the purpose of this letter is to clarify further the case my client will be making to the DPD Examination, ahead of the submission of responses to the Inspector's MIQs on 6 September. The case we intend to make at the DPD Examination and will set out in answer to the MIQ's will reflect the amendments we have made to the planning application, and of which you are fully aware.

The purpose of this letter is to give you advance notice of the case we intend to make at the DPD EiP, so that you can consider your position in advance of your written answers to the Inspectors' MIQ's.

I have set out below the overarching propositions that set out my client's case.

For the avoidance of doubt, my client fully supports the broad location for growth as identified in Policy DM4 and the delivery of a mix of *inter alia* housing and employment floorspace, including the development of a minimum of 1,000 homes by 2035. It further supports (i) the allocation of land through a DPD to deliver the broad location for growth; (ii) the identification of 3 options and the selection of Option 3 through the process of consultation and SEA; and (iii) the inclusion of land in which my client has an interest within the proposed DPD boundary.

However, my client's case is that the DPD as submitted is not sound (for the purposes of paragraph 35 NPPF) but can be made sound with a relatively modest Main Modification (MM). Accordingly, we will be asking the Inspector to find the DPD sound, subject to proposed MM's.

The basis of the lack of soundness is a concern over delivery, such that the DPD as submitted does not have a reasonable prospect that it can be developed within the timescales envisaged (NPPF 35 and NPPG 61-059). Other related matters of soundness are also raised below.

It is noted that the current position of the landowners called Dent (hereafter Dent) appears to be that their land is not available for development as part of the new settlement in the proposed Plan period. The issue of delivery was considered by the Council in December 2023, when the effect of Dent's change of position on land availability was considered.

My client's support the use of CPO powers to acquire Dent's land if required, after attempts at negotiation and consistent with the relevant statutory, policy and guidance tests. It is considered that a compelling case in the public interest could clearly be shown.

The lack of soundness is however based on the following matters:

1. The new settlement shown in the Submitted DPD cannot be delivered without the Dent owned land as this amounts to some 42% of the new settlement (see Executive Committee Report of 12 December 2023 at 2.8).
2. There is currently no reasonable prospect that Dent will sell their land for development purposes, as made plain by their representatives and captured in the minute of the 12 December 2023 Executive Committee meeting at page 6, though noting that this also records that Dent were seeking negotiations with the Council. I also note that Dent had previously been contracted to sell their land to my clients up until the end of 2022 but had refused to extend that arrangement.
3. Consequently, compulsory purchase of the Dent land will be needed if it is to be included in the new settlement development scheme.
4. All other land needed to deliver the new settlement, as per the submitted DPD (and some additional parcels of land around it), is in the hands of willing sellers, with whom my client have agreed acquisition terms.

5. As the Council will be aware, the process of compulsory purchase is a lengthy one and is very unlikely to commence until there is both an adopted DPD and at least a resolution to grant planning permission. That planning permission would reasonably be expected to be for a scheme that accorded with the adopted DPD, which is not my client's current application, so would take time to be progressed. There would therefore be the following stages of work to be concluded:
- a. EIP of the DPD concluded, the plan found sound and adopted,
 - b. Submission of an updated planning application and ES,
 - c. Consultation and negotiation on the amended application,
 - d. Reporting and resolution to grant permission,
 - e. Negotiations on a S106,
 - f. Resolving to formally pursue a CPO,
 - g. Drafting a CPO and all supporting documents,
 - h. Serving a CPO, and receiving objections to the CPO (which can be expected given Dents opposition),
 - i. Arranging for and conducting a CPO inquiry (on the reasonable assumption there will be unresolved objections),
 - j. Receipt of the Inspectors report,
 - k. Consideration by the Secretary of State,
 - l. Confirmation,
 - m. Publication,
 - n. Legal challenge period.

Whilst some of these matters can be undertaken concurrently, if there was no legal challenge to any CPO, it is reasonable to conclude that the soonest a CPO could be confirmed is mid 2028 (then there is the process of actually acquiring land pursuant to it).

6. The points above should be uncontroversial. However, both my clients and the LPA need to understand the real-world consequences for deliverability for the new settlement, up to 2034/2035 and beyond. This particularly relates to the inclusion of land owned by Johnsons Nurseries (the plant nursery, the location of which is shown on Plan 2 attached) within the new settlement:
- a. The relocation of this nursery is highlighted in Local Plan DM4 as a principle/requirement of the policy. Now that the area of the new settlement is set out in the DPD, it is clear that the Johnsons' land is squarely in the new settlement and so the DM4 qualification "as appropriate" is met. The nursery needs to be relocated to deliver the requirements of DM4 and NS1,
 - b. The nursery operators have been seeking a relocation site for some 4 years, yet only one site has been identified as being suitable, viable and available, within the appropriate timescales, for re-location. They have particular operational requirements and the process of relocation

has not been at all easy. The only reasonably suitable, viable and available site has been chosen,

- c. The re-location site that has been identified is now contracted by the nursery business to be acquired, but the terms of that contract require the acquisition to be concluded before February 2026. This long stop date has been extended once by the landowner of that site and there is no reasonable prospect that it would be extended again. It is in an area that is attractive for other forms of development and so there is competition from alternative purchasers/developers. Further, the nursery business has already suffered a long period of uncertainty over its relocation, such that important investment decisions in the current site have been postponed. There is no desire on the part of the nursery business for this to be perpetuated and so a further extension is not attractive for them either. It follows that the acquisition of the re-location site must be concluded by February 2026. After that point, there is no reasonable prospect of the relocation of Johnsons.
 - d. For Johnsons to re-locate, they require the multi-million-pound purchase cost of their site to fund the cost of site acquisition, set up and development. It can only be funded by the nursery business if there is a very substantial receipt from the sale of their current site, that will at least meet this figure. The nursery business will not move for purely operational reasons.
 - e. My clients (and/or any other developer) could not contemplate acquiring the nursery site unless it was able to be developed in an early phase of the new settlement development. They would not spend millions of pounds to acquire land simply to hold it and not be able to develop it for any return and they would not in any case be able to acquire it if there is no relocation site that has already been acquired by Johnsons, before February 2026.
7. For the Johnsons' site to be developed in an early phase, there must be an access from the A59 which allows the site to be such an early phase of development. At present, the submitted DPD places the main access on the A59 to the west of the Gilsforth Hill/Station Road junction. This is a considerable distance from the Johnson's land and access to that land would almost certainly have to cross the land of Dent (as well as others). Consequently:
- a. Even if the Dent land was available now, and no delay for a CPO was necessary, the current DPD Figure 2 would not allow for the plant nursery land to be developed as an early phase. It would be distant from the A59 access and could only be developed in later phases. It would not be realistic for a road to be built to the nursery land alone without it serving development along the way. This would not be contemplated by my clients and/or other developers. I attach two plans, the first (Plan 1) is a copy of Figure 2 of the DPD that shows the location of the new settlement and the access from the A59. The second (Plan 2) is a land ownership plan that shows the location of the Johnsons land.
 - b. This problem is further compounded by the time taken to get to a confirmed CPO of the Dent land (as set out above).
8. The only solution that is capable of producing a reasonable prospect of development delivery requires an access from the A59 that is as close as possible to the nursery land. This will have to be to the east of the Gilsforth Hill/Station Road junction. I attach a plan that shows my clients suggested alternative to DPD Figure 2 (Plan 3), with access that allows early development of the Johnsons land.
9. This access location, along with the need for a circulatory road that connects from it to the south, which should cross the railway line at the most suitable point in terms of effects on cut/fill/levels and effects on heritage considerations¹, determines the route of the road that would form the eastern

¹ A road at this point can be on a bridge, which is effectively at grade, as the rail line is in cutting at this point.

boundary of the new settlement and in turn the appropriate extent of development up to this new road. The Document Schedule (Appendix A to this letter) identifies the documents that address the landscape and heritage assessments of these proposals in detail.

10. This approach also addresses a number of transport related concerns or provides benefits, as follows:

- a. There is a current safety concern regarding the junction of the A59 and the B6265 (the road that heads north along the western edge of Green Hammerton). This would be addressed with the new access, which would remove the need for the current junction to exist,
- b. This arrangement would also address the DPDs currently expectation of a connection that broadly follows the same route,
- c. There is also a current safety problem at the Gilsforth Hill/Station Road junction, which would be addressed through closing Station Road to vehicles and introducing a left in/left out arrangement for vehicles using Gilsforth Hill, utilising a roundabout both to the east and west of that junction for vehicles to change direction if a left in/out arrangement did not suit their origin or destination.
- d. The circulatory road bridge crossing of the existing railway would both consolidate the existing farm bridge crossing at this point and allow for the removal of the Parker Lane road level crossing; a manned grade level crossing to the east. This would meet Network Rail policy and safety objectives for closing crossings on the rail network. The new bridge would be set at or about the existing ground level, as the railway line is in cutting at the crossing point.

11. It follows that in the absence of a new access point off the A59, together with associated road infrastructure, there is (i) a soundness issue related to the delivery of the new settlement up to 2035 and beyond; and (ii) an additional highway soundness issue. Even if one disregarded the critical and binary position of the Johnsons relocation, the delaying effect of CPO of the Dent land alone would cause a significant failure of delivery of homes by 2035; to a figure far short of the 1,000 expected by the Local Plan.

The solution is a modification of the DPD to reflect the amendment to the current outline planning application that the Council has had for over a month, and which was prior to that the subject of detailed pre-application discussions. Such a proposal is well known to the Officers of the LPA.

The Environmental Impact Assessment that supports the revised planning application addresses the landscape, visual, and heritage impacts of the revised scheme, which in turn align with my client's suggested modification to make the DPD sound. The proposed changes to the extents of the DPD Green Gap (policy NS2), still performs the functions for which it was intended, that being protection of the rural setting of the villages of Green Hammerton and Kirk Hammerton and their respective conservation areas, and the prevention of coalescence. The extent of the Green Gap indicated in the DPD unnecessarily sterilises land from development (which is also a matter of soundness). Considering the evidenced acceptable harms within the recent planning application, and the concerns relating to delivery outlined above, it is considered that the new road alignment should logically form the easternmost extent of the new settlement (see Plan 3 attached).

The revised planning application submissions also explain in more detail the highways and transportation points referred to above. The highways solution my clients now offer also furthers the DPD policy objective of creating a new settlement that forms a community in its own right, by reducing the likelihood of traffic traveling to and from the New Settlement through Kirk Hammerton with a proper circulatory, two A59 access, route through the new settlement.

For clarity and so that the changes to the DPD my client is suggesting (to make it sound) are understood, I attach the copies of Figures 1 and 2 from the submission DPD, alongside the revised version of those Figures

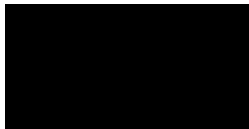
being put forward as the modification to address the soundness issues set out above. (Plan 4 is the DPD Figure 1 in its current form, and Plan 5 is as my clients propose, whilst Plan 1 shows Figure 2 of the DPD in its current form and Plan 3 is as my clients propose).

In the light of the above, it is my clients' position that the Plan as submitted is not sound but can be made sound by MM's comprising *inter alia* amendments to Figs 1 and 2, for the reasons set out above. It is likely that such MM's would require further SA/SEA and HRA assessment. The EiP Inspector will, therefore, be invited to recommend such MM's subject to such further assessment and consultation. We trust that such changes can be made with limited cost and timescale implications to the Examination process.

If you have any questions in relation to the content of this letter, my clients and I would be happy to discuss these with you.

Kind regards

Yours sincerely



Richard Sagar
Partner
WALKER MORRIS LLP

Enc

Appendix A – Document Schedule in relation to amendments to planning application reference 19/00017/EIAMAJ

Plan 1 - Copy of Figure 2 of the DPD showing the location of the new settlement and the access from the A59

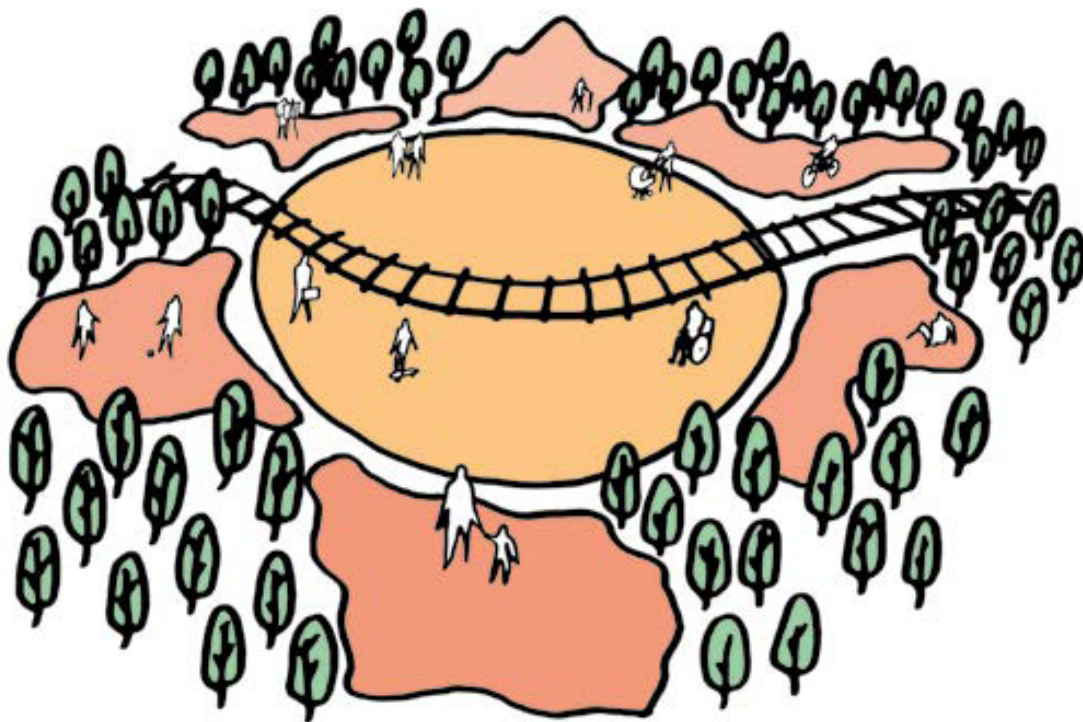
Plan 2 – Land ownership plan showing location of Johnsons Land

Plan 3 – Suggested Alternative to DPD Figure 2, with access allowing early development of the Johnsons land

Plan 4 - DPD Figure 1 in its current form

Plan 5 - DPD Figure 1 – Suggested Alternative as proposed by clients

New Settlement (Maltkiln) Development Plan Document (DPD)



Submission Draft Equality Analysis

February 2024

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Introduction

1 Introduction

Equalities

The Equality Act 2010 and the Public Sector Equality Duty

- 1.1** The Equality Act 2010 outlaws discrimination on the grounds of the following nine characteristics: age, disability, gender reassignment, marriage or civil partnership status, pregnancy and maternity, race, religion or belief, sex (gender), and sexual orientation. Within the legislation these characteristics are termed protected characteristics.
- 1.2** The Act replaced previous discrimination legislation, including the Sex Discrimination Act 1975, the Race Relations Act 1976, and the Disability Discrimination Act 1995.
- 1.3** The Act introduced a new public sector equality duty, replacing similar duties under previous legislation. The new duty requires public bodies, such as Harrogate Borough Council, to have due regard to the need to:
 - 1. Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act
 - 2. Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
 - 3. Foster good relations between persons who share a relevant protected characteristic and persons who do not share it
- 1.4** The requirements of the public sector equality duty extend to all the protected characteristics listed above except marriage or civil partnership status.
- 1.5** Nevertheless organisations do still need to have due regard to eliminating unlawful discrimination (bullet point 1) against someone because of their marriage or civil partnership status. However, as this requirement only relates to the workplace it is not relevant to the preparation of planning policy.

Equality Analysis

- 1.6** Equality analysis is a way of considering the effect of a policy (or practice, activity or decision) on different groups protected by the Equality Act. It involves using equality information, and, where possible, the results of engagement with protected groups and others, to understand the effect or potential effect of emerging policies.
- 1.7** Equality analysis is a useful tool to consider whether a policy will have unintended consequences for some groups, and whether the policy will be fully effective for all target groups.
- 1.8** Carrying out equality analysis can help the council ensure it is meeting the public sector equality duty, and documenting this work can help demonstrate compliance with the legislation.

New Settlement (Maltkiln) DPD

- 1.9** The New Settlement (Maltkiln) Development Plan Document (DPD) is being produced to guide the design and delivery of a new settlement in a broad location at Green Hammerton/Cattal. Once adopted the DPD will form part of the statutory development plan and will be used to determine relevant applications for planning permission.

- 1.10** The development of a new settlement is part of the council's strategy to meet the long-term development needs of the Harrogate area, set out in the Harrogate District Local Plan 2014-2035 (adopted 2020).
- 1.11** While the local plan establishes a broad location for the new settlement at Green Hammerton/Cattal it requires the preparation of a further DPD to allocate a site and set out specific requirements for its design, development and delivery. Within the local plan, policy DM4: Green Hammerton/Cattal Broad Location for Growth sets out the council's aims for the new settlement and guiding principles for the DPD.
- 1.12** In response to policy DM4 the DPD will set out a vision and a series of objectives for the new settlement. It will also include policies setting out specific requirements considered necessary to achieve the vision and objectives. These policies will be used to assess proposals when applications for planning permission are received by the council.
- 1.13** The preparation of DPDs is required to follow legislation set out in the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended).
- 1.14** The regulations require the council to engage with stakeholders and other interested parties, and consider their views when preparing the DPD. Once the council has a DPD it wishes to adopt it must enable formal representations on the content to be made. These representations are then submitted to the Secretary of State along with the DPD and supporting evidence in order to form the basis of an independent examination carried out by the Planning Inspectorate.
- 1.15** The examination is tasked with determining whether the DPD is legally compliant, including whether the statutory duty-to-co-operate has been met, and sound. In order to be found sound a DPD needs to be:
- Positively prepared;
 - Justified;
 - Effective; and
 - Consistent with national planning policy

New Settlement (Maltkiln) DPD Regulation 19 Pre-Submission Draft

- 1.16** The New Settlement (Maltkiln) DPD Regulation 19 Pre-Submission Draft was published in October 2022 as a complete draft of the DPD that the council wishes to adopt. The document built on the information published at Regulation 18, including the New Settlement Concept Framework, and was prepared following consideration of comments made in response to the Regulation 18 material⁽¹⁾.
- 1.17** The council has sought formal representations from interested parties on whether the Pre-Submission Draft DPD meets legal requirements, including requirements under equalities legislation, and whether the DPD is sound⁽²⁾. As set out above, the comments received will form the basis of an independent examination into the DPD that will be carried out by the Planning Inspectorate.

Proposed Modifications for Submission

- 1.18** The council has considered the representations made in response to the Regulation 19 Pre-submission consultation and is proposing a series of modifications to the DPD in response to the issues raised to ensure it is legally compliant and sound. The proposed modifications will be submitted for examination alongside the Pre-Submission Draft DPD and the representations received.

New Settlement (Maltkiln) DPD: Equality Analysis

- 1.19** Equality analysis is taking place in parallel with the preparation of the New Settlement (Maltkiln) DPD to inform its content and ensure that the plan meets the three aims of the public sector equality duty.
- 1.20** Equality analysis reports are published in order to share the council's consideration of how proposed policies meet the duty. Where further development of policies is being considered comments on the equality analysis are sought, particularly from people with protected characteristics, in order to help improve understanding of the impacts of policies on particular groups. Where relevant these comments could help to refine the analysis, which in-turn may indicate that policies should be amended.

New Settlement (Maltkiln) DPD Regulation 19 Pre-Submission: Equality Analysis Report

- 1.21** The DPD Regulation 19 Pre-Submission: Equality Analysis Report was published in October 2022 alongside the Pre-submission draft of the DPD, and details the equality analysis that took place to inform the DPD content. Comments from interested parties were sought on the analysis as part of the Regulation 19 consultation.

New Settlement (Maltkiln) DPD Equality Analysis: Submission Draft

- 1.22** As discussed in the section above, following the Regulation 19 consultation, the council is proposing a series of modifications to the DPD content. This document, the New Settlement (Maltkiln) DPD Equality Analysis: Submission Draft, sets out, where necessary, an updated equality analysis of the proposed DPD content in-light of the proposed modifications and will be submitted for examination in support of the DPD.
- 1.23** If necessary further equality analysis reports will be published to support the preparation of the DPD.
- 1.24** The remainder of the document is set out as follows:
- **Section 2: The Approach to Equality Analysis.** This section details how the analysis is being approached. It explains the stages in the analysis and how these relate to the preparation of the DPD.
 - **Section 3: Equalities Information.** This section sets out statistical information about each of the protected characteristics used to inform the analysis or policies. Where possible, the information aims to help understanding of the prevalence of particular characteristics to better understand the scale of any impacts on particular groups.
 - **Section 4: Results.** This section details the results of the equality analysis of each proposed policy. Where it is considered that a policy has relevance to equality, the analysis of potential impacts in relation to requirements of the public sector equality duty are set out.
 - **Section 5: Conclusion.** This section brings together the analysis of individual policies to understand how the DPD as a whole responds to the requirements of the public sector equality duty and whether the duty has been met.

Main report

2 The Approach to Equality Analysis

2.1 Carrying out equality analysis alongside the preparation of policy helps to ensure that policies take opportunities to advance equality and foster good relations between people.

2.2 Guidance on equality analysis describes the process as:

- Evidence based and proportionate;
- Focused on what is relevant to people with a protected characteristic and the general duty;
- Integral to the formation and development of what is being assessed;
- Concerned with identifying opportunities to advance equality and foster good relations as well as removing or minimising discrimination.

2.3 The Equality and Human Rights Commission has produced guidance for public bodies seeking to meet the equality duty. The guidance suggests an approach based on legal principles for compliance with previous equality legislation established by case law.

2.4 The guidance identifies six steps, as set out in the table below. The approach used to assess the equality impacts of the New settlement DPD is based on these steps.

The six steps involved in equality analysis (EA) ⁽¹⁾		
Step		Description
1	Identifying responsibility for the EA	EA is most effective when it is integrated into policy making and carried out by the person/people developing the policy. To ensure proper ownership, equality officers (corporate policy team) should not carryout EAs for policies across an organisation; however they should provide guidance and can advise whether an EA is sufficiently rigorous.
2	Establishing relevance to equality	Identifying whether policies are relevant to equality issues.
3	Scoping the EA	For policies relevant to equality issues, scoping involves identifying how the policy aims relate to equality, which aspects of the policy are most important to equality, and which protected groups and parts of the equality duty are relevant. It includes identifying relevant evidence available, gaps in information, and identifying useful stakeholders to engage.
4	Analysing equalities information	Involves evaluating policies against the information assembled and making an informed judgement about whether a policy is likely to have positive or negative consequences for particular groups, or for good relations. Consideration should also be given to whether policies can help to tackle wider inequalities that the council is not responsible for causing but could help to address. Following this, a reasonable and informed judgement can be made about whether to continue with the policy, make changes to the policy, or cancel the policy.
5	Monitoring and review	The actual effect of a policy will only be known once it has been introduced. This involves monitoring, implementation and using the results to inform future policy work.
6	Decision making and publication	Before a final decision on whether to implement a policy is made, a senior officer should sign off the EA. Decision makers should be made aware of the EAs findings to ensure that decision making is based on a clear understanding of the effects on equality.

Table 2.1 The six steps involved in equality analysis (EA)

1. Source: Adapted from Equality Act 2010 guidance for English public bodies (and non-devolved bodies in England and Wales) Volume 2 of 5: Equality analysis and the equality duty (Equality and Human Rights Commission).

Responsibility for the New Settlement (Maltkiln) DPD Equality Analysis

2.5 Guidance produced by the Equality and Human Rights Commission advises that equality analysis is most effective when it is integrated into policy making and carried out by the person or people developing the policy.

- 2.6** Equality Analysis of the New Settlement DPD has, therefore, been carried out by the same officers responsible for preparing the DPD. Where necessary, this has been supported by the council's corporate policy team who have greater equalities experience and are responsible for the council's corporate approach to equality issues.

Establishing relevance to equality and scoping the analysis

- 2.7** The council needs to comply with the public sector equality duty when carrying out its functions. To ensure that equality analysis is proportionate the first step is to understand whether an activity has any relevance to equality issues.
- 2.8** Some activities of the council, for example, the setting of policy on how often to check fridge temperatures in council-run catering establishments, will not have relevance to equality. By checking relevance activities such as this can be screened out from further unnecessary analysis.
- 2.9** Scoping involves identifying:
- Whether and how an activity relates to equality
 - Which aspects of the activity have particular importance to equality
 - Which protected groups and parts of the equality duty are relevant

Scoping the Approach

- 2.10** In order to develop an effective and proportionate approach to the equality analysis the content of the DPD has been scoped to consider which elements of the plan should be included in the analysis. The results of this scoping are shown in the table below.

DPD content	Description	Results of scoping
Introduction	This section provides background context for the DPD. This includes the local policy context set by the local plan and information on how the DPD will be used in the statutory development management process to determine applications for planning permission.	As this section does not contain policies or proposals, it is not considered that it is relevant to equality. Scoped out of further analysis.
Vision and objectives	This section sets out a vision for what the new settlement will be like as a result of implementing the DPD. Alongside, a series of objectives are presented that describe outcomes considered necessary to achieve the vision. The vision and objectives are used to inform the content of policies.	As a whole it is considered that these elements of the plan are relevant to equality, however, because the vision and objectives are broad descriptions and aims to be achieved through the policies in the plan, it is considered that equality analysis of these elements may duplicate any analysis of policies. The result of scoping is discussed further below.
Site context	This section describes the site for the new settlement and neighbouring communities and land uses. The section provides useful background information.	This section provides a factual description and it is not considered that this is relevant to equality. Scoped out of further analysis.
Policies	Policies are presented in several sections under the following themes: development framework, climate change; green and blue infrastructure; heritage assets; housing; local centre;	As a whole it is considered that these elements of the plan are relevant to equality, however, as the policies set out requirements necessary to achieve the vision and objectives it is considered that equality analysis of policies may duplicate any analysis of the vision and objectives.

DPD content	Description	Results of scoping
	access and movement. The policies will be used to assess proposals when relevant applications for planning permission are being determined by the council.	As planning law requires proposals to be assessed against DPD policies, rather than visions or objectives, the DPD will be delivered through the operation of its policies. As such it is considered that the policies, rather than the vision and objectives, should undergo equality analysis. Each policy will be included in the analysis unless it is concluded that the policy is not relevant to equality through separate scoping or later analysis. The vision and objectives are scoped out of further analysis.
Delivery and phasing	This section sets out information relevant to delivery of the new settlement, including phasing and trigger points . Submission update: Following Reg 19 consultation it is proposed to delete table 11.1 (infrastructure delivery) from the DPD- and, therefore, delete this section- and instead include the table within the Infrastructure Delivery Schedule (IDP) document. An additional policy dealing with infrastructure delivery is proposed to be added to the DPD.	As this section deals predominantly with the timing of delivery of elements required through the policies, it is not considered that this has further relevance to equality beyond that of the policies themselves. Scoped out of further analysis. Submission update: As this section was scoped out of further analysis, its proposed deletion does not alter the equality analysis of the DPD. The new proposed infrastructure delivery policy (NS38) will now be subject of an equality analysis- the results of this are set out in section four.

Table 2.2 Scoping the DPD content for further equality analysis

- 2.11** Scoping of the DPD content has identified that the most appropriate element of the DPD to consider for the equality analysis are the policies. Therefore the impact of each policy on equalities will be considered further.

Equalities Information

- 2.12** To carry out effective equality analysis it is important to have an understanding of protected groups that policies may affect.
- 2.13** The scoping stage can be used to identify information that will aid understanding and be used to inform the analysis. Scoping can also reveal gaps in information. Although guidance on equality analysis highlights that perfect evidence may not always be needed to identify important effects on equality, scoping could be used to identify means to gather missing information, including through targeted engagement.
- 2.14** Equalities information has been gathered to inform the equality analysis. This is presented in section three.

Scoping of Policies

- 2.15** In order to ensure an effective and proportionate approach to equality analysis the DPD policies have been scoped to consider which policies are relevant to equality and should be analysed further.

- 2.16** Scoping of policies involves identifying the likely relevance of each policy to equality issues. Where a policy is considered to have relevance to equality issues, the protected group (or groups) and the part (or parts) of the equality duty that are likely to be impacted by the policy are highlighted. Where it is considered that a policy does not have relevance to equality issues, further equality analysis would not take place.
- 2.17** The results of the scoping for each policy is set out in section four.
- 2.18** Where a policy is amended following an initial equality analysis, the results of earlier scoping are reviewed to consider whether the amendment alters the original findings.

Analysis and addressing impacts

- 2.19** Analysis of a policy is concerned with identifying what would be likely to happen in terms of equality and good relations if the policy were implemented.
- 2.20** Analysis involves pulling together equality information and, where possible, the results of engagement in order to make a reasonable and informed judgement about the likely effects of a policy. It is important to be aware that a policy may have positive or negative consequences for particular groups.
- 2.21** Once the potential effects of a policy have been identified, an informed judgement can be made about the next steps in developing the policy. Guidance suggests four possible courses of action:
1. **No major change:** The analysis demonstrates that the policy is robust and the evidence shows no potential for discrimination. All appropriate opportunities to advance equality and foster good relations between groups have been taken.
 2. **Adjust the policy:** This involves taking steps to remove barriers or to better advance equality. This could include introducing measures to mitigate potential negative effects.
 3. **Continue the policy:** This means adopting the proposals despite any adverse effect or despite missed opportunities to advance equality. If this option is chosen, officers must be satisfied that it does not unlawfully discriminate.
 4. **Stop and remove the policy:** If there are adverse effects that are not justified and cannot be mitigated, the policy can be removed. Policies that show a potential for unlawful discrimination must be removed or changed.
- 2.22** The results of the analysis for each policy considered relevant to equality is set out in section four. Where necessary, the analysis has influenced further development of individual policies to better promote equality.
- 2.23** Where a policy is amended following an initial equality analysis, the results are reviewed to consider whether the amendment alters the original findings.

Consultation

- 2.24** It is important that all sections of the community are given the chance to take part in the planning process at the earliest opportunity so that decisions can take account of the range of community views and reflect, as far as possible, the concerns and aspirations of the people affected by them.
- 2.25** The New Settlement (Maltkiln) DPD Regulation 19 Pre-submission was prepared following consideration of comments received during early engagement (regulation 18). The approaches and policies were also informed by on-going engagement with key stakeholders, including statutory bodies and a community liaison group.

- 2.26** As set out in section one, the council has sought formal representations from interested parties on whether the Pre-Submission Draft DPD meets legal requirements, including requirements under equalities legislation, and whether the DPD is sound. At the same time comments were sought on the Regulation 19 Pre-Submission: Equality Analysis Report, published in support of the DPD.
- 2.27** Further information on consultation and engagement that has taken place is set out in the New Settlement DPD Regulation Consultation Statement Submission Update.

Consultation at Regulation 19

- 2.28** Several comments that relate to the Equality Analysis report or raise equality issues were received during the Regulation 19 consultation. The key issues raised by these comments are set out and responded to alongside other key issues. The comments received each relate to a specific policy or policies, rather than the overall equality analysis approach.
- 2.29** In summary, one of the comments seeks an equality analysis of a policy. The policy had been scoped into the analysis and, in response, the results were signposted. Another comment appears to question the overall effectiveness of the general approach to sustainable transport, covered across a number of policies- some scoped into the analysis but also others not considered relevant, but does not indicate the issues considered relevant to equalities or how the policies fail to meet the Equality Act.
- 2.30** A comment was received suggesting that policies NS26 and NS28 do not consider the needs of people with disabilities in relation to access to the local centre, the rail station and schools. In-light of this a modification is proposed to policy NS28 that requires inclusive accessibility to schools. No change is proposed to policies relating to the local centre and rail station as it is considered that these issues are already adequately covered.
- 2.31** A comment was also received suggesting that the approach to residential parking, policies NS5 and NS37, would negatively affect people with a wide range of protected characteristics. The comment appears to be based on an erroneous understanding that the approach would prevent residents from having more than one car. Relevance to a number of the protected characteristics highlighted was identified in the analysis and, as set out in section four, mitigation measures had been included. In-light of the comment the mitigation measures that had been included alongside the policy are now proposed to be moved into policy to give these issues greater weight in the decision-making process. The relevance of the approach to other protected characteristics was reconsidered, however, as the comment does not suggest how the approach is relevant, the original scoping results have been retained.

3 Equalities Information

3.1 The equality analysis of the New Settlement DPD has been informed by the equalities information set out below regarding people with the following protected characteristics:

- Age
- Sex (gender)
- Disability
- Race
- Religion/belief
- Sexual Orientation
- Pregnancy/maternity
- Gender reassignment

3.2 For each protected characteristic information has been gathered to better understand the number of people or proportion of the population within a protected group. In order to help identify groups with particularly significant populations in the district, where relevant, this information has been presented alongside statistics for wider geographies, such as North Yorkshire, Yorkshire and the Humber, or England as a whole.

3.3 The majority of information has been gathered from reports of data collected as part of the national census carried out every 10 years by the Office for National Statistics (ONS). Although the most recent census was conducted in April 2021, data from this survey has not been available to inform this work and, therefore, data from 2011 has been used.

Age

Harrogate district resident population broken down into age categories ⁽¹⁾		
Age group	Percentage (%) of the population	Number of people (approx. numbers)
0 to 15 years	18.3	28,890
16 to 19 years	4.7	7,420
20 to 29 years	9.9	15,629
30 to 44 years	19.4	30,627
45 to 64 years	28.3	44,677
65 to 74 years	10.1	15,945
75 to 84 years	6.6	10,419
85+ years	3.0	4,736

Table 3.1 Harrogate district resident population broken down into age categories

1. Source: adapted from the Census 2011 (ONS, 2011)

Resident populations broken down into age categories ⁽¹⁾				
Age group	Percentage (%) of the population			
	Harrogate district	North Yorkshire and York	Yorkshire and the Humber	England
0 to 15 years	18.3	16.9	18.9	18.9
16 to 19 years	4.7	5.1	5.4	5.1
20 to 29 years	9.9	11.9	13.8	13.7
30 to 44 years	19.4	18.3	19.7	20.6

Resident populations broken down into age categories ⁽¹⁾				
Age group	Percentage (%) of the population			
	Harrogate district	North Yorkshire and York	Yorkshire and the Humber	England
45 to 64 years	28.3	28.0	25.7	25.4
65 to 74 years	10.1	10.3	8.8	8.6
75 to 84 years	6.6	6.6	5.6	5.5
85+ years	3.0	2.7	2.1	2.3

Table 3.2 Resident populations broken down into age categories

1. Source: adapted from the Census 2011 (ONS, 2011)

3.4 At the time of the Census the Harrogate district had a population of 157,869. (ONS, 2011). The age profile of the district's residents shows that:

- The district has a higher proportion of young people aged up to 15 years than in North Yorkshire and York but a largely similar proportion as the region and across England.
- The district has lower proportions of 16 to 19 year olds and 20 to 29 year olds than the county, the region or England.
- The district has similar proportions of people in each of the age categories from 45 years as the county, but both have higher proportions than across Yorkshire and the Humber or England.

Sex (Gender)

Harrogate district resident population split by gender and broken down into age categories ⁽¹⁾				
Age group	Males (approximate)		Females (approximate)	
	%	Number of people	%	Number of people
0 to 15 years	7.44	11,800	8.26	13,100
16 to 19 years	3.28	5,200	2.84	4,500
20 to 29 years	5.17	8,200	4.60	7,300
30 to 44 years	9.08	14,400	9.39	14,900
45 to 64 years	13.87	22,000	14.38	22,800
65 to 74 years	5.11	8,100	5.61	8,900
75 to 84 years	2.96	4,700	3.78	6,000
85+ years	0.95	1,500	1.95	3,100
Totals	47.86	75,900	50.81	80,600

Table 3.3 Harrogate district resident population split by gender and broken down into age categories

1. Source: adapted from the Census 2011 (ONS, 2011)

3.5 The gender and age profile of Harrogate district residents shows that:

- The district has a slightly higher proportion of females than males.
- The higher proportion of females becomes progressively more pronounced in the older age categories.
- The profile is broadly consistent with the picture nationally.

Disability

Proportion of resident populations whose day-to-day activities are limited by health or disability ⁽¹⁾					
People whose:	Harrogate district		North Yorkshire (%)	Yorkshire and the Humber (%)	England (%)
	%	Approx. number			
Day-to-day activities are limited a lot	6.6	10,490	7.6	9.1	8.3
Day-to-day activities are limited a little	8.9	14,129	9.9	9.8	9.3
Day-to-day activities are not limited	84.4	133,250	82.5	81.2	82.4

Table 3.4 Proportion of resident populations whose day-to-day activities are limited by health or disability

1. Source: adapted from the Census 2011 (ONS, 2011)

Proportion of resident populations who are of working age and whose day-to-day activities are limited by health or disability ⁽¹⁾					
Working age people whose:	Harrogate district		North Yorkshire (%)	Yorkshire and the Humber (%)	England (%)
	%	Approx. number			
Day-to-day activities are limited a lot	2.3	3,558	2.8	4.0	3.6
Day-to-day activities are limited a little	3.7	5,897	4.2	4.9	4.6
Day-to-day activities are not limited	56.2	88,687	55.1	55.7	56.5

Table 3.5 Proportion of resident populations who are of working age and whose day-to-day activities are limited by health or disability

1. Source: adapted from the Census 2011 (ONS, 2011)

3.6 The data on the resident population of the Harrogate district whose day-to-day activities are limited by health or disability show that:

- Relative to North Yorkshire, the region and England as a whole, the district has comparatively low levels of people whose day-to-day activities are limited to any extent due to health or disability (15.5%). However it should be noted that, although the proportion is comparatively lower, there are over 24,000 residents whose day-to-day activities are limited.
- A similar comparative pattern is evident when looking at residents of working age (ages 16 to 64). There are almost 10,000 working age people in the district who have a health problem or disability that limits their day-to-day activities, and of these a little over 3,500 people are limited a lot.

Race

3.7 Race is a classification system used to categorise people into distinct populations or groups. In terms of protected characteristics under the Equalities Act, race includes a person's colour, nationality, and ethnic or national origin.

3.8 The table below shows the proportion of different ethnic groups as a percentage of the total population of the Harrogate district. To enable comparisons, the same information is provided for North Yorkshire and York, Yorkshire and the Humber region, and England as a whole. The numbers of people in Harrogate district shown within each group are approximate.

Ethnicity of Harrogate district residents ⁽¹⁾					
	Harrogate district		North Yorks. and York (%)	Yorkshire and the Humber (%)	England (%)
	%	Approx. number	(796,427)	(5,283,733)	(53,012,456)
All people	100	157,869	100	100	100
Total White	96.33	152,075	96.59	88.80	85.41
White: British	91.67	144,719	93.38	85.76	79.75
Total White Non British	4.66	7,357	3.21	3.04	5.66
White: Irish	0.49	774	0.44	0.50	0.98
White: Gypsy or Irish Traveller	0.07	111	0.11	0.08	0.10
White: Other White	4.10	6,473	2.66	2.46	4.58
Total Non-White	3.67	5,794	3.41	11.20	14.59
Total Mixed	1.13	1,784	0.93	1.60	2.24
Mixed: White and Black Caribbean	0.26	410	0.23	0.63	0.78
Mixed: White and Black African	0.17	268	0.12	0.18	0.30
Mixed: White and Asian	0.40	631	0.34	0.49	0.63
Mixed: Other Mixed	0.30	474	0.24	0.30	0.53
Total Asian or Asian British	1.52	2,400	1.77	7.31	7.82
Asian or Asian British: Indian	0.37	584	0.40	1.31	2.63
Asian or Asian British: Pakistani	0.07	111	0.16	4.28	2.10
Asian or Asian British: Bangladeshi	0.04	63	0.08	0.42	0.82
Asian or Asian British: Chinese	0.55	868	0.53	0.54	0.72
Asian or Asian British: Other Asian	0.49	774	0.60	0.76	1.55
Total Black or Black British	0.73	1,152	0.45	1.52	3.47
Black or Black British: Caribbean	0.09	142	0.07	0.44	1.11
Black or Black British: African	0.40	631	0.29	0.87	1.84
Black or Black British: Other Black	0.24	379	0.09	0.21	0.52
Total Other Ethnic Groups	0.29	458	0.26	0.77	1.04
Other Ethnic Group: Arab	0.08	126	0.11	0.40	0.42
Other Ethnic Group: Other	0.21	332	0.15	0.37	0.62

Table 3.6 Ethnicity of Harrogate district residents

1. Source: adapted from the Census 2011 (ONS, 2011)

3.9 The data on the ethnicity of Harrogate district residents shows that:

- The district is home to an ethnically diverse population.

- The most populous minority ethnic groups (i.e. not White: British) are (largest first): White- Other White; Asian or Asian British- Chinese; White- Irish; Asian or Asian British- Other Asian; Mixed- White and Asian; Black or Black British- African; and Asian or Asian British- Indian.
- It should be noted that while many of these groups identify a particular ethnicity, a number of the groups are actually composed of more than one ethnic group. This is the case for the minority ethnic group with the largest population in the district, White- Other White.
- The Census identified a population of 111 White- Gypsy or Irish Traveller people in the district. However this may under report the population since the the North Yorkshire Joint Strategic Needs Assessment (JSNA), which is based on data regarding about the number of children in education, estimates 958 White- Gypsy or Irish Traveller people living in the district.

Main language of residents of Harrogate district aged three and over where the main language is not English, sorted in order of prevalence ⁽¹⁾		
Main language	Countries/places where the language is widely used (these lists are not exhaustive)	Number of residents who speak as their first language
Polish	Poland. Minority language in Lithuania, Belarus, Ukraine	1340
Chinese (all others)	China, Taiwan, Singapore	391
Tagalog/Filipino	Philippines	233
Russian	Russia, Belarus, Kazakhstan, Kyrgyzstan, Moldova. Minority language in Romania, Finland, Ukraine, Israel, Lithuania, Estonia	232
French	France, Belgium, Monaco, Canada, Luxembourg, Switzerland, numerous African countries, Haiti, Seychelles, Togo, Vanuatu	196
Lithuanian	Lithuania. Minority language in Poland	178
Spanish	Spain, most of Latin America (Brazil is a notable exception), Equatorial Guinea. Minority language in Philippines, USA	176
German	Germany, Austria, Switzerland, Belgium, Luxembourg, Liechtenstein, Italy (South Tyrol). Minority language in Namibia, Czech Republic, Denmark (South Jutland), Poland	126
Cantonese Chinese	Southern China, Hong Kong, Macau	125
Latvian	Latvia	125
Slovak	Slovakia, Serbia (Vojvodina). Minority language in Czech Republic, Hungary, Ukraine, Russia	122
Italian	Italy, Switzerland, San Marino. Minority language in Slovenia (Istria), Croatia (Istria), Somalia, Eritrea, Ethiopia	112
Czech	Czech Republic. Minority language in Slovakia	86

Table 3.7 Main language of residents of Harrogate district aged three and over where the main language is not English, sorted in order of prevalence

1. Source: adapted from the Census 2011 (ONS, 2011)

3.10 Although language is not a protected characteristic, information about the main language of people who do not speak English as their main language can be used to help identify national identities that may exist within the population. This may be particularly helpful in understanding more about the ethnicity of people within the district's most populous minority ethnic group, White- Other White.

3.11 The main language data identifies:

- Polish is the main language most spoken by residents whose main language is not English, which suggests that there is likely to be a particularly significant Polish population within the district
- The next most spoken non-English main language is Chinese. Together with data for the number of people whose main language is Cantonese Chinese, this appears to support the ethnic groups data, which identifies a significant population of people who have a Chinese ethnic background.

Passports held by Harrogate district residents, sorted in order of prevalence ⁽¹⁾		
Passport	Percentage of residents who hold the passport (%)	Number of residents who hold the passport (approx.)
United Kingdom	79.9	126,137
No passport	14.4	22,733
Other European Union (EU) countries	2.3	3,631
North American and Caribbean countries	2.2	3,473
Middle East and Asian countries	0.8	1,263
African countries	0.4	631
Antarctica and Oceania (includes Australia, New Zealand and many Pacific islands)	0.4	631
Republic of Ireland	0.3	474
Non-EU European countries	0.2	316

Table 3.8 Passports held by Harrogate district residents, sorted in order of prevalence

1. Source: adapted from the Census 2011 (ONS, 2011)

3.12 Information on the passports held by a population may also be useful in helping to identify ethnic groups within the population, however it is important to note that in most cases nationalities are not ethnic groups. The data identifies:

- A variety of passports are held by residents of Harrogate district.
- The proportion of the population holding passports from North American and Caribbean countries is of particular note is substantially higher than for North Yorkshire and York (0.7), Yorkshire and the Humber (0.3%) and England overall (0.6%). This may be, in part, a result of the presence of an American military base in the district at Menwith Hill.
- The proportion of passports from 'Other EU countries' (i.e. not the UK or the Republic of Ireland) is higher than for North Yorkshire and York (1.8%) and Yorkshire and the Humber (2.0%), but lower than for England as a whole (3.6%).
- It is likely that a significant proportion of the EU and USA passport holders are part of the White- Other White population highlighted by the ethnicity data.

Religion/Belief

Total population broken down into religions ⁽¹⁾					
	Harrogate district		North Yorkshire and York (%)	Yorkshire and the Humber (%)	England (%)
	%	Approx. number			
Buddhist	0.3	474	0.3	0.3	0.5
Christian	68.6	108,298	66.9	59.5	59.4
Hindu	0.1	158	0.3	0.5	1.5

Total population broken down into religions ⁽¹⁾					
	Harrogate district		North Yorkshire and York (%)	Yorkshire and the Humber (%)	England (%)
	%	Approx. number			
Jewish	0.2	316	0.1	0.2	0.5
Muslim	0.4	631	0.5	6.2	5.0
Sikh	0.1	158	0.0	0.4	0.8
Other religions	0.3	474	0.3	0.3	0.4
No religion	22.9	36,152	24.2	25.9	24.7
Not stated	7.1	11,209	7.3	6.8	7.2

Table 3.9 Total population broken down into religions

1. Source: adapted from the Census 2011 (ONS, 2011)

3.13 The data on the religious beliefs of Harrogate district residents shows that:

- The district is home to people from all the major religions identified.
- The majority of the district's residents are Christian and the proportion of Christians is broadly the same as in North Yorkshire and York but higher than for the region or for England as a whole.
- Almost a quarter of the district's residents do not identify with any religion, and it should be noted that this is the second highest response to the Census question.
- The district has lower Sikh and Hindu populations than the region or England, and a significantly lower Muslim population than the region or England. Nevertheless, Islam is the faith with the second highest number of followers (631) in the district.
- The Jewish population is proportionally larger than that in North Yorkshire and York but similar to the region and notably lower than for the whole of England.

Sexual Orientation

3.14 There is no official data on the number of people in the Harrogate district, or indeed nationally, who are homosexual or bisexual.

3.15 However Stonewall estimate that 5-7% of the population nationally are lesbian, gay or bisexual. If the district has similar proportions, using the 2011 Census population figures, this would suggest that there are between 7,893 and 11,051 people in the Harrogate district who are lesbian, gay or bisexual.

3.16 Although there is no data on the number of people who are homosexual or bisexual, data on the number of people living as part of a same-sex couple does exist. While this should not be used to suggest the number of people who are homosexual or bisexual, it may be a useful tool to help compare the relative proportion of district's population who are homosexual or bisexual to other areas.

People living as part of a same-sex couple as a percentage of all people aged 16 and over ⁽¹⁾			
Harrogate district (%)	North Yorkshire and York (%)	Yorkshire and the Humber (%)	England (%)
0.16	0.15	0.16	0.2

Table 3.10 People living as part of a same-sex couple as a percentage of all people aged 16 and over

1. Source: adapted from the Census 2011 (ONS, 2011)

- 3.17** The data on Harrogate district residents who are living as part of a same-sex couples shows that:
- Approximately 0.16% of the district's population aged 16 and over are living as part of a same-sex couple. This equates to approximately 188 people (the total population aged 16 and over is 117,336).
 - The district contains a broadly similar proportion of people living in a household as part of a same-sex couple as North Yorkshire and York, and the region, but a lower proportion than in England. This may suggest that the district has similar proportions of people who are either lesbian gay or bisexual as the county and the region but lower proportions than England as a whole. However it is important to recognise that not all lesbian gay or bisexual people will have been living with a partner when the data was collected.

Pregnancy/Maternity

- 3.18** Pregnancy is the condition of being pregnant. Protection against pregnancy discrimination covers not only those who are pregnant but also women and men who may be discriminated against due to an association with someone who is pregnant.
- 3.19** Maternity is the period after giving birth. In workplace contexts, the length of maternity is related to the period of maternity leave. In other situations protection against maternity discrimination extends for 26 weeks following the day of the birth, and includes protection against unfair treatment due to breastfeeding. After this period unfair treatment due to breastfeeding is considered sex discrimination.

Gender Reassignment

- 3.20** Gender identity refers to a person's innate, deeply felt sense of being male or female, or both or neither. The term transgender refers to an individual whose gender identity does not match their assigned birth sex.
- 3.21** There are no official statistics for the number of transgender people living in the Harrogate district, and similarly no official statistics regarding transgender populations regionally or nationally. However, the Gender Identity Research and Education Society (GIREs) estimated that in 2007 the prevalence of people who had sought medical care for gender variance (behaviours and interests outside of what is considered normal for an assigned biological sex) was 1 in 5000 (0.02%); 80% were biologically assigned males and 20% were biologically assigned females.
- 3.22** If the same trends are assumed for the district, using the 2011 Census population figures, the number of people seeking medical care could be 32 (26 trans women and 6 trans men).
- 3.23** However, it should be recognised that this is unlikely to be an accurate reflection of the population of transgender people in the district. As the figure is based on people seeking medical care it may under estimate the true number since it is reasonable to assume that not all transgender people seek medical care. At the same time it may overestimate the number because some people seeking medical care for gender variance may not self-identify as transgender.

4 Results

Development Framework

- 4.1** This section details the results of the equality analysis of draft policies in the development framework chapter of the DPD. The policies are:
- NS1: Maltkiln New Settlement Allocation;
 - NS2: Strategic Green Gap;
 - NS3: Master-Planning Design Principles.
- 4.2** The likely relevance of each policy to equality issues has been identified through a scoping exercise.
- 4.3** Where the scoping suggests a policy is relevant to equality issues the protected group (or groups) and the part (or parts) of the equality duty that are likely to be impacted by the policy have been identified.
- 4.4** The potential impacts of the policy on people with protected characteristics have then been analysed and, where necessary, the analysis has influenced further development of the policy to better promote equality.
- 4.5** Where the scoping suggests a policy is not relevant to equality issues further analysis has not taken place.
- 4.6** The results of the scoping and, where relevant, analysis of these policies is set out below.

NS1: Maltkiln New Settlement Allocation

Policy NS1: Development Framework							
Establishing relevance to equality and scoping the analysis							
Stage:	Pre-submission- regulation 19 (October 2022)						
1. Describe how the policy aims relate to equality and who is intended to benefit	This policy sets out over-arching requirements for the new settlement that address the main planning issues. As such the policy covers a wide range of issues for the benefit of all. The individual requirements are drawn from existing policy in the adopted local plan and other policies in the New Settlement DPD and will have different impacts on specific groups and varying relevance, including in some cases no relevance to equality issues. It is considered that elements taken from local plan policy should undergo no further analysis since equalities issues were considered as part of developing that plan. It is considered that elements drawn from other DPD policies should be analysed as part of those policies alongside other related provisions with similar aims, and that further analysis of these measures in relation to their inclusion in policy NS1 is unnecessary. It is therefore concluded that this policy should not undergo further analysis.						
2. Which protected groups and which parts of the equality duty are relevant? (tick) Not applicable							
2a. Protected characteristics:							
Age	Disability	Gender reassignment	Race	Religion	Pregnancy	Sexual orientation	Sex (Gender)
2b. Equality duty: The Equality Act (2010) requires public bodies to have due regard to the need to:							
Eliminate unlawful discrimination, harassment and victimisation		Advance equality of opportunity between different groups			Foster good relations between different groups		

Policy NS1: Development Framework**Establishing relevance to equality and scoping the analysis**

3. Further Information (if necessary):	Submission Update: Following Pre-submission (Reg19) consultation it is proposed to amend the policy name to NS1: Maltkiln New Settlement Allocation. A further amendment to clarify that land outside the allocation is treated as countryside and subject to local plan policy GS3 is also proposed. It is not considered that these changes would alter the outcome of the scoping.

Table 4.1 Scoping of policy NS1: Maltkiln New Settlement Allocation

NS2: Strategic Green Gap**Policy NS2: Strategic Green Gap****Establishing relevance to equality and scoping the analysis**

Stage:	Pre-submission- regulation 19 (October 2022)						
1. Describe how the policy aims relate to equality and who is intended to benefit	This policy aims to keep the area designated free from development in order to protect the settings of nearby conservation areas. The policy supports development that would not harm the landscape and specifically identifies support for improvements to public rights of way (PROWs). It is considered that the primary aim of the policy is not relevant to equality issues but that the PROW provision is relevant. It is considered that improvements to PROWs would benefit all, however, depending on their nature, they could be particularly beneficial for those who experience difficulty using rights of way. For example if improvements included additional seating to allow for rests or improved stiles and/or gates that are accessible for all.						
2. Which protected groups and which parts of the equality duty are relevant? (tick)							
2a. Protected characteristics:							
Age	Disability	Gender reassignment	Race	Religion	Pregnancy	Sexual orientation	Sex (Gender)
X	X						
2b. Equality duty: The Equality Act (2010) requires public bodies to have due regard to the need to:							
Eliminate unlawful discrimination, harassment and victimisation		Advance equality of opportunity between different groups			Foster good relations between different groups		
		x					
3. Further Information (if necessary):							

Table 4.2 Scoping of policy NS2: Strategic Green Gap

Policy NS2: Strategic Green Gap**Analysing and addressing impacts**

Stage:	Pre-submission- regulation 19 (October 2022)		
1. What data/research/consultation do you have to support the analysis?	Census 2011 data; relevant comments submitted at regulation 18 consultation; comments and feedback from targeted stakeholder meetings; equality analysis that informed preparation of similar approaches in the adopted local plan		
Equality duty: The Equality Act (2010) requires public bodies to have 'due regard' to the need to:			
i. Eliminate unlawful discrimination, harassment and victimisation.	ii. Advance equality of opportunity between different groups.	iii. Foster good relations between different groups.	
2. How will the policy affect communities in terms of aims 1 - 3 of the Act? Please indicate positive or negative and low, medium or high for each.			

Policy NS2: Strategic Green Gap			
Analysing and addressing impacts			
3. Briefly explain the policy effects identified.			
AGE and DISABILITY: Advance equality of opportunity between different groups: Positive (Low) and Foster good relations between different groups: Positive (Low) The policy encourages improvements to the public rights of way (PROW) network, which may lead to increased routes and improved access to existing routes, including better surfaces and more accessible stiles.			
4. What measures does or could the policy include to mitigate any adverse effects or disproportionate impacts?			
Not applicable			
5. What measures does or could the policy include to advance equality and foster good relations?			
Improving accessibility onto and along PROWs will advance equality of opportunity for people with reduced mobility, a characteristic that increases in prevalence with age and disability, to access the countryside and get closer to nature. Greater numbers of older people and people with disabilities using PROWs will increase opportunities for interaction between these groups and others, which will help to foster good relations.			
6. Which of the following actions will be followed?			
No major change - the Equality Analysis demonstrates that the policy is robust and that the evidence shows no potential for discrimination and that all opportunities to promote equality have been taken.	Adjust the policy to remove barriers or better promote equality.	Continue the policy despite potential for adverse impact or missed opportunities to promote equality.	Stop and remove the policy - if the policy shows actual or potential unlawful discrimination it must be stopped and removed or changed.
Answer	No major change		
Further information (where necessary)	Submission Update: Following Pre-submission (Reg19) consultation, it is proposed to amend the policy so it requires provision of improvements to PROWs if necessary, rather than just supporting improvements if proposed. It is not considered that this would alter the nature of the benefits above. However, as inclusion of a more explicit requirement would increase the likelihood that benefits are realised, it is considered that the scale of the benefits identified should be increased from low to medium. As such NS2 is now considered to affect communities as follows: AGE and DISABILITY: Advance equality of opportunity between different groups: Positive (Medium) and Foster good relations between different groups: Positive (Medium).		

Table 4.3 Analysis of policy NS2: Strategic Green Gap

NS3: Master-Planning Design Principles

Policy NS3: Master-Planning Design Principles	
Establishing relevance to equality and scoping the analysis	
Stage:	Pre-submission- regulation 19 (October 2022)
1. Describe how the policy aims relate to equality and who is intended to benefit	This policy sets out over-arching principles that should be followed when developing a settlement-wide masterplan. As such the policy covers a wide range of issues for the benefit of all. The place-specific requirements are drawn from existing policy in the adopted local plan and other policies in the New Settlement DPD, and will have different impacts on specific groups and varying relevance, including in some cases no relevance to equality issues. It is considered that elements taken from local plan policy should undergo no further analysis since qualities issues were considered as part of developing that plan. It is considered that elements drawn from other DPD policies should be analysed as part of those policies alongside other related provisions with similar aims, and that further analysis of these measures in relation to their inclusion in policy NS3 is unnecessary. It is therefore concluded that this policy should not undergo further analysis.
2. Which protected groups and which parts of the equality duty are relevant? (tick) Not applicable	
2a. Protected characteristics:	

Policy NS3: Master-Planning Design Principles**Establishing relevance to equality and scoping the analysis**

Age	Disability	Gender reassignment	Race	Religion	Pregnancy	Sexual orientation	Sex (Gender)
2b. Equality duty: The Equality Act (2010) requires public bodies to have due regard to the need to:							
Eliminate unlawful discrimination, harassment and victimisation			Advance equality of opportunity between different groups		Foster good relations between different groups		
3. Further Information (if necessary):		Submission Update: Following Pre-submission (Reg19) consultation it is proposed that several amendments are made to the policy. The majority of amendments are made to either, highlight further existing requirements in other DPD policies, identify the DPD policy from where the requirement is derived, or reflect changes in other DPD policies. Two high-level requirements are also added to the policy, which reflect over-arching approaches required by existing local plan policies and the NPPF. It is not considered that these changes would alter the outcome of the scoping.					

Table 4.4 Scoping of policy NS3: Master-Planning Design Principles

Conclusion

4.7 The scoping of draft policies in the development framework chapter has identified that the following policies have relevance to equality:

- NS2: Strategic Green Gap

4.8 Where scoping has identified that a policy has relevance to equality an analysis has taken place to understand the likely impacts on protected groups of implementing the policy. Where scoping has identified that a policy is not relevant to equality no further analysis has taken place.

4.9 The analysis of relevant policies has considered how the likely impacts relate to the requirements of the public sector equality duty, whether these impacts are positive or negative and whether the impact would be high, medium or low. The duty requires that the council gives due regard to the need to:

1. Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
2. Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
3. Foster good relations between persons who share a relevant protected characteristic and persons who do not share it

4.10 The analysis has informed consideration of whether the policy should be included in the DPD in its current form, amended to better reflect equality legislation and the public sector duty or removed from the DPD.

4.11 A summary of the likely effects of draft policies in the development framework chapter is shown below. The table identifies the policies with likely effects on equalities and how the effects of each policy relate to protected characteristics and the requirements of the public sector equality duty.

	Eliminate unlawful discrimination, harassment and victimisation.			Advance equality of opportunity between different groups.			Foster good relations between different groups.		
	Positive			Positive			Positive		
	High	Medium	Low	High	Medium	Low	High	Medium	Low
Age					NS2				
Disability					NS2				
Gender reassignment									
Race									
Religion/belief									
Pregnancy and maternity									
Sexual orientation									
Sex (gender)									

Table 4.5 Likely effects of policies within the development framework chapter

- 4.12** The analysis has identified that in general terms policies in the development framework chapter have little relevance to equality, with most policies not relevant. Policy NS2: Strategic Green Gap is relevant and has positive effects, the scale of the effects is considered to be medium.
- 4.13** The positive effects connected to equality relate to older people and people with disabilities, in particular mobility disabilities and are concerned with advancing the equality of opportunity for these groups.

Climate Change

- 4.14** This section details the results of the equality analysis of draft policies in the climate change chapter of the DPD. The policies are:
- NS4: Net Zero Carbon by 2038;
 - NS5: Net Zero Carbon Movement and Active Travel;
 - NS6: Smart Settlement;
 - NS7: Net Zero Carbon Energy Supply and Use;
 - NS8: Embodied Carbon, Circular Economy and Life-cycle Emissions;
 - NS9: Supporting Inclusive and Flexible Living and Working;
 - NS10: Climate Resilience;
 - NS11: Flood Risk and Drainage.
- 4.15** The likely relevance of each policy to equality issues has been identified through a scoping exercise.
- 4.16** Where the scoping suggests a policy is relevant to equality issues the protected group (or groups) and the part (or parts) of the equality duty that are likely to be impacted by the policy have been identified.
- 4.17** The potential impacts of the policy on people with protected characteristics have then been analysed and, where necessary, the analysis has influenced further development of the policy to better promote equality.
- 4.18** Where the scoping suggests a policy is not relevant to equality issues further analysis has not taken place.
- 4.19** The results of the scoping and, where relevant, analysis of these policies is set out below:

NS4: Net Zero Carbon by 2038

Policy NS4: Net Zero Carbon by 2038							
Establishing relevance to equality and scoping the analysis							
Stage:	Pre-submission- regulation 19 (October 2022)						
1. Describe how the policy aims relate to equality and who is intended to benefit	This policy aims to ensure that delivery of the new settlement fully contributes to the council's 2038 ambition for a net zero carbon economy. The policy identifies that operational emissions from buildings, transport, infrastructure and business uses as well as embodied emissions throughout their life-cycle are targeted. Further policies set out specific carbon savings for each source of emissions, these require net zero emissions in each area other than embodied carbon, in recognition that approaches in this area are less well developed, where reductions should still be maximised. Reduced carbon emissions will help to mitigate climate change and is intended to benefit all. It is not considered that this policy is relevant to equalities.						
2. Which protected groups and which parts of the equality duty are relevant? (tick) Not applicable							
2a. Protected characteristics:							
Age	Disability	Gender reassignment	Race	Religion	Pregnancy	Sexual orientation	Sex (Gender)
2b. Equality duty: The Equality Act (2010) requires public bodies to have due regard to the need to:							
Eliminate unlawful discrimination, harassment and victimisation		Advance equality of opportunity between different groups			Foster good relations between different groups		
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Policy NS4: Net Zero Carbon by 2038**Establishing relevance to equality and scoping the analysis**

3. Further Information (if necessary):	Submission Update: Following Pre-submission (Reg19) consultation, a minor amendment is proposed to this policy. It is not considered that this would alter the scoping above.

Table 4.6 Scoping of policy NS4: Net Zero Carbon by 2038

NS5: Net Zero Carbon Movement and Active Travel**Policy NS5: Net Zero Carbon Movement and Active Travel****Establishing relevance to equality and scoping the analysis**

Stage:	Pre-submission- regulation 19 (October 2022)						
1. Describe how the policy aims relate to equality and who is intended to benefit	Along with policies in the access and movement chapter, this policy aims to ensure that the new settlement is enabled to deliver net zero carbon travel from the outset. The approach of reducing carbon emissions to mitigate climate change is investigated as part of considering policy NS4. The policy includes a number of specific requirements investigated as part of considering other policies where more detailed requirements are set out; these are: Provision of public transport- NS32 and NS33; Use of a modal hierarchy- NS30; Cycle infrastructure- NS31 and NS32; levels of car parking- NS37. The policy also includes requirements for electric vehicle charging points and provision of a centralised distribution hub to manage the last mile of deliveries. It is not considered that these aspects are relevant to equality. Finally, alongside policy NS30, the policy also requires the preparation of travel plans, both settlement-wide but also for different character areas, the policies explain these should be tailored to the needs of different demographic groups and the justification identifies meeting the needs of those with reduced mobility, which has a higher prevalence among older people and people with disabilities.						
2. Which protected groups and which parts of the equality duty are relevant? (tick)							
2a. Protected characteristics:							
Age	Disability	Gender reassignment	Race	Religion	Pregnancy	Sexual orientation	Sex (Gender)
X	X						
2b. Equality duty: The Equality Act (2010) requires public bodies to have due regard to the need to:							
Eliminate unlawful discrimination, harassment and victimisation		Advance equality of opportunity between different groups			Foster good relations between different groups		
		X					
3. Further Information (if necessary):							

Table 4.7 Scoping of policy NS5: Net Zero Carbon Movement and Active Travel

Policy NS5: Net Zero Carbon Movement and Active Travel**Analysing and addressing impacts**

Stage:	Pre-submission- regulation 19 (October 2022)
1. What data/research/consultation do you have to support the analysis?	Census 2011 data; relevant comments submitted at regulation 18 consultation; comments and feedback from targeted stakeholder meetings; equality analysis that informed preparation of similar approaches in the adopted local plan.
Equality duty: The Equality Act (2010) requires public bodies to have 'due regard' to the need to:	

Policy NS5: Net Zero Carbon Movement and Active Travel**Analysing and addressing impacts**

i. Eliminate unlawful discrimination, harassment and victimisation.	ii. Advance equality of opportunity between different groups.	iii. Foster good relations between different groups.
2. How will the policy affect communities in terms of aims 1 - 3 of the Act? Please indicate positive or negative and low, medium or high for each. 3. Briefly explain the policy effects identified.		
AGE and DISABILITY: Advance equality of opportunity between different groups: Positive (Medium) The policy requires travel plans, which set out how public transport and active travel will be enabled in order to create more sustainable travel behaviour, to consider the needs of different demographics to ensure that this behaviour can be supported across all groups. The policy specifically highlights meeting the needs of older people and people with disabilities..		
4. What measures does or could the policy include to mitigate any adverse effects or disproportionate impacts?		
Not applicable		
5. What measures does or could the policy include to advance equality and foster good relations?		
Ensuring that support for people with reduced mobility so they can adopt more sustainable travel behaviour will advance equality of opportunity for these groups to engage in active travel and use public transport where this may be possible. This will also advance equality for these groups to feel they are contributing to climate change mitigation.		
6. Which of the following actions will be followed?		
No major change - the Equality Analysis demonstrates that the policy is robust and that the evidence shows no potential for discrimination and that all opportunities to promote equality have been taken.	Adjust the policy to remove barriers or better promote equality.	Continue the policy despite potential for adverse impact or missed opportunities to promote equality.
Stop and remove the policy - if the policy shows actual or potential unlawful discrimination it must be stopped and removed or changed.		
Answer	No major change	
Further information (where necessary)	Submission Update: Following Pre-submission (Reg19) consultation it is proposed to amend the policy. Amendments include changes to the 'last-mile' delivery requirements and moving from a 15 minute walkable place, which may not have been achievable at the edge of the settlement, to a 20 minute walkable neighbourhood that can be more robustly required. It is not considered that these changes alter the scoping above. It is also proposed to clarify the approach to residential parking provision, in particular where there is evidence that the targeted level of provision would be inadequate, in part in response to a comment that raised equality issues, however, this policy approach is assessed as part of policy NS37. Several minor amendments are also proposed that are considered to not affect previous findings. Finally, it is proposed to amend the policy in relation to travel plans, such that detailed requirements- including the aspects previously identified as relevant to equality- are now presented in policy NS30. As such it is considered that this policy is no longer relevant to equalities.	

Table 4.8 Analysis of policy NS5: Net Zero Carbon Movement and Active Travel

NS6: Smart Settlement**Policy NS6: Smart Settlement****Establishing relevance to equality and scoping the analysis**

Stage:	Pre-submission- regulation 19 (October 2022)
1. Describe how the policy aims relate to equality and who is intended to benefit	Along with policy NS27, this policy aims to ensure that very high capacity telecoms infrastructure will be available from first occupation. The policy specifies at least 1Gbps fibre broadband and minimum 5G mobile connectivity from the outset along with enabling the ability to upgrade to 100Gbps in future. The policy is intended to benefit all, however, it is considered that it may be particularly beneficial to people who may be particularly reliant on good telecoms to access basic services and maintain social contacts. This may include people with certain disabilities and people whose protected characteristics may be particularly rare at the new settlement or in the wider district and are, therefore, more reliant on support from others with the same or similar characteristics from further afield, which telecoms enables.

Policy NS6: Smart Settlement**Establishing relevance to equality and scoping the analysis****2. Which protected groups and which parts of the equality duty are relevant? (tick)**

2a. Protected characteristics:

Age	Disability	Gender reassignment	Race	Religion	Pregnancy	Sexual orientation	Sex (Gender)
X	X	X	X	X		X	

2b. Equality duty: The Equality Act (2010) requires public bodies to have due regard to the need to:

Eliminate unlawful discrimination, harassment and victimisation	Advance equality of opportunity between different groups	Foster good relations between different groups
X	X	

3. Further Information (if necessary):

Table 4.9 Scoping of policy NS6: Smart Settlement

Policy NS6: Smart Settlement**Analysing and addressing impacts**

Stage:	Pre-submission- regulation 19 (October 2022)		
1. What data/research/consultation do you have to support the analysis?	Census 2011 data; relevant comments submitted at regulation 18 consultation; comments and feedback from targeted stakeholder meetings; equality analysis that informed preparation of similar approaches in the adopted local plan		
Equality duty: The Equality Act (2010) requires public bodies to have 'due regard' to the need to:			
i. Eliminate unlawful discrimination, harassment and victimisation.	ii. Advance equality of opportunity between different groups.	iii. Foster good relations between different groups.	
2. How will the policy affect communities in terms of aims 1 - 3 of the Act? Please indicate positive or negative and low, medium or high for each. 3. Briefly explain the policy effects identified.			
AGE: Eliminate unlawful discrimination, harassment and victimisation: Positive (High) and Advance equality of opportunity between different groups: Positive (High) The requirement for high capacity telecoms will benefit people who rely on electronic communications to access basic services and will help to eliminate the potential for unlawful discrimination that may otherwise occur if these people were unable to access basic services. The requirement advances the equality of opportunity for these people to access these services DISABILITY: Eliminate unlawful discrimination, harassment and victimisation: Positive (High) and Advance equality of opportunity between different groups: Positive (High) The policy effects identified in relation to the characteristic of age would also be relevant to disability. In addition, the policy will also benefit people with disabilities who may rely on electronic communications for contact with others with the same or similar protected characteristics. GENDER REASSIGNMENT; RACE; RELIGION; SEXUAL ORIENTATION: Advance equality of opportunity between different groups: Positive (High) The policy will benefit people with the protected characteristics above who may rely on electronic communications for contact with others with the same or similar protected characteristics.			
4. What measures does or could the policy include to mitigate any adverse effects or disproportionate impacts?			
Not applicable			
5. What measures does or could the policy include to advance equality and foster good relations?			

Policy NS6: Smart Settlement

Analysing and addressing impacts

AGE: The policy advances the equality of opportunity for older people who rely on electronic communications to access basic services

DISABILITY: The policy advances the equality of opportunity for people with disabilities who rely on electronic communications to access basic services. It also advances the equality of opportunity for people with disabilities who rely on electronic communications for contact with others with the same or similar protected characteristics.

GENDER REASSIGNMENT; RACE; RELIGION; SEXUAL ORIENTATION: The policy advances the equality of opportunity for people with these protected characteristics who may rely on electronic communications for contact with others with the same or similar protected characteristics.

6. Which of the following actions will be followed?

No major change - the Equality Analysis demonstrates that the policy is robust and that the evidence shows no potential for discrimination and that all opportunities to promote equality have been taken.

Adjust the policy to remove barriers or better promote equality.

Continue the policy despite potential for adverse impact or missed opportunities to promote equality.

Stop and remove the policy - if the policy shows actual or potential unlawful discrimination it must be stopped and removed or changed.

Answer No major change

Further information (where necessary)

Submission update: Following Pre-submission (Reg19) consultation a number of amendments are proposed this policy. Several of these are aimed at improving the effectiveness of the policy and it is not considered that these changes would alter the nature or scale of the benefits identified in the analysis above. In addition, however, it is proposed to amend the policy to require broadband infrastructure to support multiple internet service providers in order to ensure competition, which increases the likelihood that connectivity remains affordable. It is considered that this change would be particularly beneficial to those who may struggle to afford connectivity, which may be more prevalent for older people, young people with families and people with disabilities. Although this would extend the relevance to equalities, the relevant groups and aims of the act are already identified so it is not considered that this change would alter scooping. However as benefits are extended to some groups an updated analysis is presented below.

Table 4.10 Analysis of policy NS6: Smart Settlement (as presented at Reg 19 Pre-submission)

Policy NS6: Smart Settlement

Analysing and addressing impacts

Stage: Submission (December 2023). This analysis relates to the policy as proposed following modification in-light of comments received at Pre-submission (Reg 19) consultation.

1. What data/research/consultation do you have to support the analysis?

Census 2011 data; relevant comments submitted at regulation 18 and regulation 19 consultations; comments and feedback from targeted stakeholder meetings; equality analysis that informed preparation of similar approaches in the adopted local plan

Equality duty: The Equality Act (2010) requires public bodies to have 'due regard' to the need to:

i. Eliminate unlawful discrimination, harassment and victimisation.

ii. Advance equality of opportunity between different groups.

iii. Foster good relations between different groups.

2. How will the policy affect communities in terms of aims 1 - 3 of the Act? Please indicate positive or negative and low, medium or high for each.

3. Briefly explain the policy effects identified.

AGE: Eliminate unlawful discrimination, harassment and victimisation: Positive (High) and Advance equality of opportunity between different groups: Positive (High)

The requirement for high capacity telecoms will benefit people who rely on electronic communications to access basic services and will help to eliminate the potential for unlawful discrimination that may otherwise occur if these people were unable to access basic services. The requirement advances the equality of opportunity for these people to access these services. The likelihood of achieving these benefits is increased by the the requirement for infrastructure to support multiple providers as this ensures competition that may help to keep prices down.

DISABILITY: Eliminate unlawful discrimination, harassment and victimisation: Positive (High) and Advance equality of opportunity between different groups: Positive (High)

Policy NS6: Smart Settlement**Analysing and addressing impacts**

The policy effects identified in relation to the characteristic of age would also be relevant to disability. In addition, the policy will also benefit people with disabilities who may rely on electronic communications for contact with others with the same or similar protected characteristics. The likelihood of achieving these benefits is increased by the requirement for infrastructure to support multiple providers as this ensures competition that may help to keep prices down.

GENDER REASSIGNMENT; RACE; RELIGION; SEXUAL ORIENTATION: Advance equality of opportunity between different groups: Positive (High)

The policy will benefit people with the protected characteristics above who may rely on electronic communications for contact with others with the same or similar protected characteristics.

4. What measures does or could the policy include to mitigate any adverse effects or disproportionate impacts?

Not applicable

5. What measures does or could the policy include to advance equality and foster good relations?

AGE: The policy advances the equality of opportunity for older people who rely on electronic communications to access basic services

DISABILITY: The policy advances the equality of opportunity for people with disabilities who rely on electronic communications to access basic services. It also advances the equality of opportunity for people with disabilities who rely on electronic communications for contact with others with the same or similar protected characteristics.

GENDER REASSIGNMENT; RACE; RELIGION; SEXUAL ORIENTATION: The policy advances the equality of opportunity for people with these protected characteristics who may rely on electronic communications for contact with others with the same or similar protected characteristics.

6. Which of the following actions will be followed?

No major change - the Equality Analysis demonstrates that the policy is robust and that the evidence shows no potential for discrimination and that all opportunities to promote equality have been taken.

Adjust the policy to remove barriers or better promote equality.

Continue the policy despite potential for adverse impact or missed opportunities to promote equality.

Stop and remove the policy - if the policy shows actual or potential unlawful discrimination it must be stopped and removed or changed.

Answer

No major change

Further information (where necessary)

Table 4.11 Analysis of policy NS6: Smart Settlement (incorporating proposed modifications following Reg 19 Pre-submission)

NS7: Net Zero Carbon Energy Supply and Use**Policy NS7: Net Zero Carbon Energy Supply and Use****Establishing relevance to equality and scoping the analysis**

Stage:	Pre-submission- regulation 19 (October 2022)
1. Describe how the policy aims relate to equality and who is intended to benefit	This policy aims to ensure that the new settlement is powered by net zero carbon energy. This includes the energy required for heating, power and transport. It explains that this should be achieved through application of the energy hierarchy and sets specific requirements relating to particular tiers of the hierarchy. The policy is intended to benefit all, however, it is considered that requirements relating to reducing the energy used in homes through reducing overall demand and using energy more efficiently would be particularly beneficial to people who are at risk of fuel poverty by reducing the cost of heating their home. Greater levels of fuel poverty is associated with older people, people with young families and people with disabilities.
2. Which protected groups and which parts of the equality duty are relevant? (tick)	
2a. Protected characteristics:	

Policy NS7: Net Zero Carbon Energy Supply and Use**Establishing relevance to equality and scoping the analysis**

Age	Disability	Gender reassignment	Race	Religion	Pregnancy	Sexual orientation	Sex (Gender)
X	X						

2b. Equality duty: The Equality Act (2010) requires public bodies to have due regard to the need to:

Eliminate unlawful discrimination, harassment and victimisation	Advance equality of opportunity between different groups	Foster good relations between different groups
	X	

3. Further Information (if necessary):

Table 4.12 Scoping of policy NS7: Net Zero Carbon Energy Supply and Use

Policy NS7: Net Zero Carbon Energy Supply and Use**Analysing and addressing impacts**

Stage:	Pre-submission- regulation 19 (October 2022)
1. What data/research/consultation do you have to support the analysis?	Census 2011 data; relevant comments submitted at regulation 18 consultation; comments and feedback from targeted stakeholder meetings; equality analysis that informed preparation of similar approaches in the adopted local plan

Equality duty: The Equality Act (2010) requires public bodies to have 'due regard' to the need to:

i. Eliminate unlawful discrimination, harassment and victimisation.	ii. Advance equality of opportunity between different groups.	iii. Foster good relations between different groups.

2. How will the policy affect communities in terms of aims 1 - 3 of the Act? Please indicate positive or negative and low, medium or high for each.

3. Briefly explain the policy effects identified.

AGE and DISABILITY: Advance equality of opportunity between different groups: Positive (Low)

The policy requires development to include measures to reduce the heating demand of homes as well as measures to ensure that homes are energy efficient. It also requires a monitoring regime to assess actual performance, including in terms of energy use, in order to reduce the performance gap so that homes are more likely to perform as designed

4. What measures does or could the policy include to mitigate any adverse effects or disproportionate impacts?

Not applicable

5. What measures does or could the policy include to advance equality and foster good relations?

Securing homes that require less energy for heating needs will advance the equality of opportunity for the groups identified to live in warm and comfortable homes by reducing the potential for fuel poverty through lower heating bills for residents.

6. Which of the following actions will be followed?

No major change - the Equality Analysis demonstrates that the policy is robust and that the evidence shows no potential for discrimination and that all opportunities to promote equality have been taken.	Adjust the policy to remove barriers or better promote equality.	Continue the policy despite potential for adverse impact or missed opportunities to promote equality.	Stop and remove the policy - if the policy shows actual or potential unlawful discrimination it must be stopped and removed or changed.
Answer	No major change		

Policy NS7: Net Zero Carbon Energy Supply and Use**Analysing and addressing impacts**

Further information (where necessary)	Submission update: Following Pre-submission (Reg19) consultation, it is proposed to make several minor amendments, which it is considered do not alter the scoping or analysis. It is also proposed to include reference to building sustainability standards required through local plan policy CC4 (BREEAM- Excellent for non-domestic development) to clarify that this aspect of adopted policy continues to apply. It is not considered that this would alter the scoping or analysis above.

Table 4.13 Analysis of policy NS7: Net Zero Carbon Energy Supply and Use

NS8: Embodied Carbon, Circular Economy and Life-cycle Emissions**Policy NS8: Embodied Carbon, Circular Economy and Life-cycle Emissions****Establishing relevance to equality and scoping the analysis**

Stage:	Pre-submission- regulation 19 (October 2022)						
1. Describe how the policy aims relate to equality and who is intended to benefit	This policy aims to ensure that development of the new settlement reduces embodied carbon throughout the life-cycles of individual elements of the development in order to ensure that these emissions are reduced as far as possible as part of measures to mitigate climate change. The policy is intended to benefit all. It is not considered that this policy is relevant to equalities.						
2. Which protected groups and which parts of the equality duty are relevant? (tick) Not applicable							
2a. Protected characteristics:							
Age	Disability	Gender reassignment	Race	Religion	Pregnancy	Sexual orientation	Sex (Gender)
2b. Equality duty: The Equality Act (2010) requires public bodies to have due regard to the need to:							
Eliminate unlawful discrimination, harassment and victimisation		Advance equality of opportunity between different groups			Foster good relations between different groups		
3. Further Information (if necessary):	Submission update: Following Pre-submission (Reg19) consultation, a small number of minor amendments are proposed. It is not considered that these alter the scoping above. In addition it is proposed to amend the policy so that use of bio-based construction materials is maximised. It is not considered that this change would give the policy relevance to equalities.						

Table 4.14 Scoping of policy NS8: Embodied Carbon, Circular Economy and Life-cycle Emissions

NS9: Supporting Inclusive Flexible Living and Working**Policy NS9: Supporting Inclusive Flexible Living and Working****Establishing relevance to equality and scoping the analysis**

Stage:	Pre-submission- regulation 19 (October 2022)
1. Describe how the policy aims relate to equality and who is intended to benefit	Along with policies NS26 and NS27, this policy aims to ensure that development of the new settlement enables a large proportion of residents whose jobs allow home or hybrid working to work in these ways. The policy requires preparation of flexible living and working strategies and sets out a range of issues the strategies should cover. A number of these requirements are investigated as part of considering the impacts of other policies that include further detail, as follows: requirement for a mix of house types and tenures- NS22; requirement for provision of a range of supporting services and facilities, including retail- NS26.

Policy NS9: Supporting Inclusive Flexible Living and Working**Establishing relevance to equality and scoping the analysis**

	The policy requires that all homes have sufficient internal space to meet the relevant Nationally Described Space Standard. This is intended to benefit all but would be particularly beneficial to the people with disabilities who have a need to store additional equipment in their homes. The policy also requires provision of flexible co-working spaces in order to allow people to work in the settlement, away from their traditional workplace, if they don't have sufficient space to do this at home. This is intended to benefit all but would be particularly beneficial to the young people and people with certain disabilities.						
2. Which protected groups and which parts of the equality duty are relevant? (tick)							
2a. Protected characteristics:							
Age	Disability	Gender reassignment	Race	Religion	Pregnancy	Sexual orientation	Sex (Gender)
X	X						
2b. Equality duty: The Equality Act (2010) requires public bodies to have due regard to the need to:							
Eliminate unlawful discrimination, harassment and victimisation		Advance equality of opportunity between different groups			Foster good relations between different groups		
		X					
3. Further Information (if necessary):							

Table 4.15 Scoping of policy NS9: Supporting Inclusive Flexible Living and Working

Policy NS9: Supporting Inclusive Flexible Living and Working**Analysing and addressing impacts**

Stage:	Pre-submission- regulation 19 (October 2022)		
1. What data/research/consultation do you have to support the analysis?	Census 2011 data; relevant comments submitted at regulation 18 consultation; comments and feedback from targeted stakeholder meetings; equality analysis that informed preparation of similar approaches in the adopted local plan		
Equality duty: The Equality Act (2010) requires public bodies to have 'due regard' to the need to:			
i. Eliminate unlawful discrimination, harassment and victimisation.	ii. Advance equality of opportunity between different groups.	iii. Foster good relations between different groups.	
2. How will the policy affect communities in terms of aims 1 - 3 of the Act? Please indicate positive or negative and low, medium or high for each.			
3. Briefly explain the policy effects identified.			
AGE: Advance equality of opportunity between different groups: Positive (Medium)			
The policy requires provision of flexible co-working spaces in order to allow people to work in the settlement, away from their traditional workplace, if they don't have sufficient space to do this at home. It is considered this may be particularly beneficial to young people whose living accommodation is less likely to meet their needs for space			
DISABILITY: Advance equality of opportunity between different groups: Positive (Medium)			
The effects identified for young people above are also noted for people with disabilities. In addition the requirement for homes to meet the nationally described space standards (NDSS) will enable people with disabilities to more easily store equipment needed at home to manage their condition.			
4. What measures does or could the policy include to mitigate any adverse effects or disproportionate impacts?			

Policy NS9: Supporting Inclusive Flexible Living and Working			
Analysing and addressing impacts			
Not applicable			
5. What measures does or could the policy include to advance equality and foster good relations?			
AGE: Provision of flexible co-working spaces will advance equality of opportunity for young people to work within the settlement away from their employer's traditional workplace. DISABILITY: Provision of flexible co-working spaces will advance equality of opportunity for people with disabilities to work within the settlement away from their employer's traditional workplace. Adoption of the NDSS will advance equality of opportunity for people with disabilities to be able to store at home equipment and other matters necessary in their day-to-day lives.			
6. Which of the following actions will be followed?			
No major change - the Equality Analysis demonstrates that the policy is robust and that the evidence shows no potential for discrimination and that all opportunities to promote equality have been taken.	Adjust the policy to remove barriers or better promote equality.	Continue the policy despite potential for adverse impact or missed opportunities to promote equality.	Stop and remove the policy - if the policy shows actual or potential unlawful discrimination it must be stopped and removed or changed.
Answer	No major change		
Further information (where necessary)	Submission Update: Following Pre-submission (Reg19) consultation, a small number of minor amendments are proposed to this policy. It is not considered that these would alter the findings of the analysis above.		

Table 4.16 Analysis of policy NS9: Supporting Inclusive Flexible Living and Working

NS10: Climate Resilience

Policy NS10: Climate Resilience							
Establishing relevance to equality and scoping the analysis							
Stage:	Pre-submission- regulation 19 (October 2022)						
1. Describe how the policy aims relate to equality and who is intended to benefit	This policy aims to ensure that the new settlement is resilient to the expected impacts of climate change, in particular impacts associated with flooding, over-heating buildings, extreme heat in public spaces, as well as minimising water use. The policy goes on to set out specific requirements intended to secure the necessary resilience. It is not considered that this policy is relevant to equality.						
2. Which protected groups and which parts of the equality duty are relevant? (tick) Not applicable							
2a. Protected characteristics:							
Age	Disability	Gender reassignment	Race	Religion	Pregnancy	Sexual orientation	Sex (Gender)
2b. Equality duty: The Equality Act (2010) requires public bodies to have due regard to the need to:							
Eliminate unlawful discrimination, harassment and victimisation		Advance equality of opportunity between different groups			Foster good relations between different groups		
3. Further Information (if necessary):	Submission Update: Following Pre-submission (Reg19) consultation, it is proposed to amend the policy in order to clarify requirements for tree-lined streets and measures necessary to demonstrate that the use of water is being minimised. A small number of minor amendments are also proposed. It is not considered that these changes would alter the scoping above.						

Table 4.17 Scoping of policy NS10: Climate Resilience

NS11: Flood Risk and Drainage

Policy NS11: Flood Risk and Drainage							
Establishing relevance to equality and scoping the analysis							
Stage:	Pre-submission- regulation 19 (October 2022)						
1. Describe how the policy aims relate to equality and who is intended to benefit	This policy aims to ensure that people and property at Maltkiln are safe from flooding both now and in the future and that this is achieved through an approach of avoiding development on land at risk rather than through the use of other means such as defences or increased ground/floor levels. It also aims to ensure that the development of Maltkiln does not increase flood risk or reduce resilience to flooding. The approach is intended to benefit all, however, it is recognised that impacts may be particularly beneficial to people with reduced mobility who may struggle more if their property floods. Reduced mobility is most commonly associated with the protected characteristics of age (older people) and disability (mobility disabilities).						
2. Which protected groups and which parts of the equality duty are relevant? (tick)							
2a. Protected characteristics:							
Age	Disability	Gender reassignment	Race	Religion	Pregnancy	Sexual orientation	Sex (Gender)
X	X						
2b. Equality duty: The Equality Act (2010) requires public bodies to have due regard to the need to:							
Eliminate unlawful discrimination, harassment and victimisation		Advance equality of opportunity between different groups			Foster good relations between different groups		
		X					
3. Further Information (if necessary):							

Table 4.18 Scoping of policy NS11: Flood Risk and Drainage

Policy NS11: Flood Risk and Drainage		
Analysing and addressing impacts		
Stage:	Pre-submission- regulation 19 (October 2022)	
1. What data/research/consultation do you have to support the analysis?	Census 2011 data; relevant comments submitted at regulation 18 consultation; comments and feedback from targeted stakeholder meetings; equality analysis that informed preparation of similar approaches in the adopted local plan	
Equality duty: The Equality Act (2010) requires public bodies to have 'due regard' to the need to:		
i. Eliminate unlawful discrimination, harassment and victimisation.	ii. Advance equality of opportunity between different groups.	iii. Foster good relations between different groups.
2. How will the policy affect communities in terms of aims 1 - 3 of the Act? Please indicate positive or negative and low, medium or high for each.		
3. Briefly explain the policy effects identified.		
AGE and DISABILITY: Advance equality of opportunity between different groups: Positive (Low)		
The policy requires that land at risk of flooding now or in the future is not developed and instead is incorporated into the green blue infrastructure network		
4. What measures does or could the policy include to mitigate any adverse effects or disproportionate impacts?		

Policy NS11: Flood Risk and Drainage			
Analysing and addressing impacts			
Not applicable			
5. What measures does or could the policy include to advance equality and foster good relations?			
AGE and DISABILITY: Not developing land at risk of flooding will ensure advance the equality of opportunity for older people and people with disabilities to not be affected by the consequences of flooding, either as as expected occurrence or because the capacity of mitigation measures has been exceeded			
6. Which of the following actions will be followed?			
No major change - the Equality Analysis demonstrates that the policy is robust and that the evidence shows no potential for discrimination and that all opportunities to promote equality have been taken.	Adjust the policy to remove barriers or better promote equality.	Continue the policy despite potential for adverse impact or missed opportunities to promote equality.	Stop and remove the policy - if the policy shows actual or potential unlawful discrimination it must be stopped and removed or changed.
Answer	No major change		
Further information (where necessary)	Submission Update: Following Pre-submission (Reg19) consultation, several amendments are proposed to the policy in order to clarify detailed requirements in order to improve effectiveness, although the overarching approach, policy aims and potential benefits are unchanged. It is not considered that these changes would alter the nature or scale of the equality benefits identified in the analysis above.		

Table 4.19 Analysis of policy NS11: Flood Risk and Drainage

Conclusion

4.20 The scoping of draft policies in the climate change chapter has identified that the following policies have relevance to equality:

- NS6: Smart Settlement;
- NS7: Net Zero Carbon Energy Supply and Use;
- NS9: Supporting Inclusive and Flexible Living and Working;
- NS11: Flood Risk and Drainage

4.21 Where scoping has identified that a policy has relevance to equality an analysis has taken place to understand the likely impacts on protected groups of implementing the policy. Where scoping has identified that a policy is not relevant to equality no further analysis has taken place.

4.22 The analysis of relevant policies has considered how the likely impacts relate to the requirements of the public sector equality duty, whether these impacts are positive or negative and whether the impact would be high, medium or low. The duty requires that the council gives due regard to the need to:

1. Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
2. Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
3. Foster good relations between persons who share a relevant protected characteristic and persons who do not share it

4.23 The analysis has informed consideration of whether the policy should be included in the DPD in its current form, amended to better reflect equality legislation and the public sector duty or removed from the DPD.

- 4.24** A summary of the likely effects of draft policies in the climate change chapter is shown below. The table identifies the policies with likely effects on equalities and how the effects of each policy relate to protected characteristics and the requirements of the public sector equality duty.

	Eliminate unlawful discrimination, harassment and victimisation.			Advance equality of opportunity between different groups.			Foster good relations between different groups.		
	Positive			Positive			Positive		
	High	Medium	Low	High	Medium	Low	High	Medium	Low
Age	NS6			NS6	NS9	NS7; NS11			
Disability	NS6			NS6	NS9	NS7; NS11			
Gender reassignment				NS6					
Race				NS6					
Religion/belief				NS6					
Pregnancy and maternity									
Sexual orientation									
Sex (gender)									

Table 4.20 Likely effects of policies in the climate change chapter

- 4.25** The analysis has identified that many policies in the climate change chapter are relevant to equality and have positive effects.
- 4.26** It highlights that all policies relevant to equality are expected to deliver benefits relating to age and disability. The effects that relate to age of some policies are centred on older people, while other policies effects centre on younger people and the effects of NS7: Net Zero Carbon Energy Supply and Use centre on both the young and the old. The effects relating to disability predominantly centre on disability generally rather than a particular type of disability.
- 4.27** The analysis identifies that policy NS6: Smart Settlement has positive effects associated with a wide range of protected characteristics. Importantly these include eliminating unlawful discrimination for people who are dependent on electronic communication to access basic services, considered to most commonly be older people and people with disabilities.
- 4.28** All the policies identified as relevant to equalities, including policy NS6, are expected to have positive effects concerned with advancing equality of opportunity. It is considered that the scale of these benefits will vary, with effects of policy NS6 considered to be high.

Green and Blue Infrastructure

4.29 This section details the results of the equality analysis of draft policies in the green and blue infrastructure chapter of the DPD. The policies are:

- NS12: Green and Blue Infrastructure
- NS13: Biodiversity Net Gain
- NS14: Open Space and Sport Provision
- NS15: Protecting Aubert Ings SSSI

4.30 The likely relevance of each policy to equality issues has been identified through a scoping exercise.

4.31 Where the scoping suggests a policy is relevant to equality issues the protected group (or groups) and the part (or parts) of the equality duty that are likely to be impacted by the policy have been identified.

4.32 The potential impacts of the policy on people with protected characteristics have then been analysed and, where necessary, the analysis has influenced further development of the policy to better promote equality.

4.33 Where the scoping suggests a policy is not relevant to equality issues further analysis has not taken place.

4.34 The results of the scoping and, where relevant, analysis of these policies is set out below:

NS12: Green and Blue Infrastructure

Policy NS12: Green and Blue Infrastructure							
Establishing relevance to equality and scoping the analysis							
Stage:	Pre-submission- regulation 19 (October 2022)						
1. Describe how the policy aims relate to equality and who is intended to benefit	This policy aims to ensure that Maltkiln includes a sufficient network of multifunctional green blue infrastructure to meet the needs of those who live work or operate in the settlement. Green blue infrastructure provides benefits for social well-being, the environment and economic prosperity. The policy is intended to benefit all. It is not considered that this policy is relevant to equality.						
2. Which protected groups and which parts of the equality duty are relevant? (tick) Not applicable							
2a. Protected characteristics:							
Age	Disability	Gender reassignment	Race	Religion	Pregnancy	Sexual orientation	Sex (Gender)
2b. Equality duty: The Equality Act (2010) requires public bodies to have due regard to the need to:							
Eliminate unlawful discrimination, harassment and victimisation			Advance equality of opportunity between different groups			Foster good relations between different groups	
3. Further Information (if necessary):	Submission Update: Following Pre-submission (Reg19) consultation it is proposed to make several amendments to the policy. These amendments are minor, adding clarity or context to existing requirements. It is not considered that these changes would alter the outcome of the scoping.						

Table 4.21 Scoping of policy NS12: Green and Blue Infrastructure

NS13: Biodiversity Net Gain

Policy NS13: Biodiversity Net Gain							
Establishing relevance to equality and scoping the analysis							
Stage:	Pre-submission- regulation 19 (October 2022)						
1. Describe how the policy aims relate to equality and who is intended to benefit	This policy aims to ensure that development of the new settlement will lead to a minimum 10% net gain in biodiversity. An increase in biodiversity across the site will be beneficial to all and it is not considered that this policy has relevance to equality.						
2. Which protected groups and which parts of the equality duty are relevant? (tick) Not applicable							
2a. Protected characteristics:							
Age	Disability	Gender reassignment	Race	Religion	Pregnancy	Sexual orientation	Sex (Gender)
2b. Equality duty: The Equality Act (2010) requires public bodies to have due regard to the need to:							
Eliminate unlawful discrimination, harassment and victimisation			Advance equality of opportunity between different groups			Foster good relations between different groups	
3. Further Information (if necessary):	Submission Update: Following Pre-submission (Reg19) consultation, no amendments are proposed to this policy.						

Table 4.22 Scoping of policy NS13: Biodiversity Net Gain

NS14: Open Space and Sport Provision

Policy NS14: Open Space and Sport Provision							
Establishing relevance to equality and scoping the analysis							
Stage:	Pre-submission- regulation 19 (October 2022)						
1. Describe how the policy aims relate to equality and who is intended to benefit	This policy aims to ensure that development of Maltkiln includes provision of sufficient open space and outdoor sports facilities. The policy sets out detailed requirements for open space provided at the settlement and includes protection for existing open space within the site. Finally the policy sets out detailed requirements for any ancillary development on open space intended to ensure that development does not undermine the open space function. The policy is intended to benefit all. It is not considered that the policy is relevant to equality.						
2. Which protected groups and which parts of the equality duty are relevant? (tick) Not applicable							
2a. Protected characteristics:							
Age	Disability	Gender reassignment	Race	Religion	Pregnancy	Sexual orientation	Sex (Gender)
2b. Equality duty: The Equality Act (2010) requires public bodies to have due regard to the need to:							
Eliminate unlawful discrimination, harassment and victimisation			Advance equality of opportunity between different groups			Foster good relations between different groups	

Policy NS14: Open Space and Sport Provision	
Establishing relevance to equality and scoping the analysis	
3. Further Information (if necessary):	Submission Update: Following Pre-submission (Reg19) consultation it is proposed to make an amendment to the policy. The amendment is minor, adding clarity to climate resilience measures. It is not considered that this would alter the outcome of the scoping.

Table 4.23 Scoping of policy NS14: Open Space and Sport Provision

NS15: Protecting Aubert Ings SSSI

Policy NS15: Protecting Aubert Ings SSSI							
Establishing relevance to equality and scoping the analysis							
Stage:		Pre-submission- regulation 19 (October 2022)					
1. Describe how the policy aims relate to equality and who is intended to benefit		This policy aims to ensure that development of Maltkiln does not lead to damaging levels of increased recreational impact on Aubert Ings Site of Special Scientific Interest (SSSI). The policy sets out a requirement for walking routes that provide at least as good an experience for users such that they are not drawn to use the SSSI instead. This includes the need for two specific destination points that include features and attributes that provide experiences that attract people to use them. The policy is intended to benefit all. It is not considered that the policy is relevant to equality.					
2. Which protected groups and which parts of the equality duty are relevant? (tick) Not applicable							
2a. Protected characteristics:							
Age	Disability	Gender reassignment	Race	Religion	Pregnancy	Sexual orientation	Sex (Gender)
2b. Equality duty: The Equality Act (2010) requires public bodies to have due regard to the need to:							
Eliminate unlawful discrimination, harassment and victimisation			Advance equality of opportunity between different groups		Foster good relations between different groups		
3. Further Information (if necessary):		Submission Update: Following Pre-submission (Reg19) consultation, no amendments are proposed to this policy.					

Table 4.24 Scoping of policy NS15: Protecting Aubert Ings SSSI

Conclusion

- 4.35** The scoping of draft policies in the green and blue infrastructure chapter has identified that none of the policies have relevance to equality.
- 4.36** Where scoping identifies that a policy has relevance to equality an analysis takes place to understand the likely impacts on protected groups of implementing the policy. Where scoping identifies that a policy is not relevant to equality no further analysis takes place.

Heritage Assets

- 4.37** This section details the results of the equality analysis of draft policies in the heritage assets chapter of the DPD. The policies are:
- NS16: Designated Heritage Assets- Kirk Hammerton Conservation Area, Old Thornville and Providence House;
 - NS17: Designated Heritage Asset- Cattal Bridge;
 - NS18: Designated Heritage Asset- Church of St John the Baptist, Hunsingore;
 - NS19: Designated Heritage Asset- Milestone near Providence House;
 - NS20: Archaeology;
 - NS21: Non-Designated Heritage Assets.
- 4.38** The likely relevance of each policy to equality issues has been identified through a scoping exercise.
- 4.39** Where the scoping suggests a policy is relevant to equality issues the protected group (or groups) and the part (or parts) of the equality duty that are likely to be impacted by the policy have been identified.
- 4.40** The potential impacts of the policy on people with protected characteristics have then been analysed and, where necessary, the analysis has influenced further development of the policy to better promote equality.
- 4.41** Where the scoping suggests a policy is not relevant to equality issues further analysis has not taken place.
- 4.42** The results of the scoping and, where relevant, analysis of these policies is set out below:

NS16: Designated Heritage Assets- Kirk Hammerton Conservation Area, Old Thornville and Providence House

Policy NS16: Designated Heritage Assets- Kirk Hammerton Conservation Area, Old Thornville and Providence House							
Establishing relevance to equality and scoping the analysis							
Stage:	Pre-submission- regulation 19 (October 2022)						
1. Describe how the policy aims relate to equality and who is intended to benefit	This policy aims to protect and enhance the significance of the following designated heritage assets: Kirk Hammerton Conservation Area, Old Thornville (grade 2* listed) and Providence House (grade 2 listed) by ensuring that proposals at Maltkiln minimise harm to their settings. The policy is intended to benefit all people in current and future generations. It is not considered that this policy has relevance to equality issues.						
2. Which protected groups and which parts of the equality duty are relevant? (tick): Not applicable							
2a. Protected characteristics:							
Age	Disability	Gender reassignment	Race	Religion	Pregnancy	Sexual orientation	Sex (Gender)
2b. Equality duty: The Equality Act (2010) requires public bodies to have due regard to the need to:							
Eliminate unlawful discrimination, harassment and victimisation		Advance equality of opportunity between different groups			Foster good relations between different groups		

Policy NS16: Designated Heritage Assets- Kirk Hammerton Conservation Area, Old Thornville and Providence House	
Establishing relevance to equality and scoping the analysis	
3. Further Information (if necessary):	Submission Update: Following Pre-submission (Reg19) consultation it is proposed to make several minor amendments to the policy. These amendments add clarity to existing requirements. It is not considered that these changes would alter the outcome of the scoping.

Table 4.25 Scoping of policy NS16: Designated Heritage Assets- Kirk Hammerton Conservation Area, Old Thornville and Providence House

NS17: Designated Heritage Asset- Cattal Bridge

Policy NS17: Designated Heritage Asset- Cattal Bridge							
Establishing relevance to equality and scoping the analysis							
Stage:		Pre-submission- regulation 19 (October 2022)					
1. Describe how the policy aims relate to equality and who is intended to benefit		This policy aims to protect and enhance the significance of Cattal Bridge (scheduled monument) by ensuring that proposals at Maltkiln minimise harm to the asset and its setting. The policy is intended to benefit all people in current and future generations. It is not considered that this policy has relevance to equality issues.					
2. Which protected groups and which parts of the equality duty are relevant? (tick) Not applicable							
2a. Protected characteristics:							
Age	Disability	Gender reassignment	Race	Religion	Pregnancy	Sexual orientation	Sex (Gender)
2b. Equality duty: The Equality Act (2010) requires public bodies to have due regard to the need to:							
Eliminate unlawful discrimination, harassment and victimisation			Advance equality of opportunity between different groups			Foster good relations between different groups	
3. Further Information (if necessary):		Submission Update: Following Pre-submission (Reg19) consultation it is proposed to amend this policy to clarify existing requirements and add a requirement to monitor and report on the condition of the bridge. It is not considered that these changes would alter the outcome of the scoping.					

Table 4.26 Scoping of policy NS17: Designated Heritage Asset- Cattal Bridge

NS18: Designated Heritage Asset- Church of St John the Baptist, Hunsingore

Policy NS18: Designated Heritage Asset- Church of St. John the Baptist, Hunsingore							
Establishing relevance to equality and scoping the analysis							
Stage:		Pre-submission- regulation 19 (October 2022)					
1. Describe how the policy aims relate to equality and who is intended to benefit		This policy aims to protect and enhance the significance of the grade 2 listed Church of St. John the Baptist by ensuring that proposals at Maltkiln minimise harm to its setting. The policy is intended to benefit all people in current and future generations. It is not considered that this policy has relevance to equality issues.					
2. Which protected groups and which parts of the equality duty are relevant? (tick) Not applicable							
2a. Protected characteristics:							
Age	Disability	Gender reassignment	Race	Religion	Pregnancy	Sexual orientation	Sex (Gender)

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Policy NS18: Designated Heritage Asset- Church of St. John the Baptist, Hunsingore	
Establishing relevance to equality and scoping the analysis	
2b. Equality duty: The Equality Act (2010) requires public bodies to have due regard to the need to:	
Eliminate unlawful discrimination, harassment and victimisation	Advance equality of opportunity between different groups
	Foster good relations between different groups
3. Further Information (if necessary):	Submission Update: Following Pre-submission (Reg19) consultation, no amendments are proposed to this policy.

Table 4.27 Scoping of policy NS18: Designated Heritage Asset- Church of St. John the Baptist, Hunsingore

NS19: Designated Heritage Asset- Milestone near Providence House

Policy NS19: Designated Heritage Asset- Milestone near Providence House							
Establishing relevance to equality and scoping the analysis							
Stage:		Pre-submission- regulation 19 (October 2022)					
1. Describe how the policy aims relate to equality and who is intended to benefit		This policy aims to protect and enhance the significance of the grade 2 listed Milestone near Providence House by ensuring that proposals at Maltkiln minimise harm to its setting. The policy is intended to benefit all people in current and future generations. It is not considered that this policy has relevance to equality issues.					
2. Which protected groups and which parts of the equality duty are relevant? (tick) Not applicable							
2a. Protected characteristics:							
Age	Disability	Gender reassignment	Race	Religion	Pregnancy	Sexual orientation	Sex (Gender)
2b. Equality duty: The Equality Act (2010) requires public bodies to have due regard to the need to:							
Eliminate unlawful discrimination, harassment and victimisation			Advance equality of opportunity between different groups			Foster good relations between different groups	
3. Further Information (if necessary):		Submission Update: Following Pre-submission (Reg19) consultation, no amendments are proposed to this policy.					

Table 4.28 Scoping of policy NS19: Designated Heritage Asset- Milestone near Providence House

NS20: Archaeology

Policy NS20: Archaeology	
Establishing relevance to equality and scoping the analysis	
Stage:	Pre-submission- regulation 19 (October 2022)
1. Describe how the policy aims relate to equality and who is intended to benefit	This policy aims to protect the significance of archaeological remains for the benefit all people in current and future generations. It is not considered that this policy has relevance to equality issues.
2. Which protected groups and which parts of the equality duty are relevant? (tick) Not applicable	
2a. Protected characteristics:	

Policy NS20: Archaeology							
Establishing relevance to equality and scoping the analysis							
Age	Disability	Gender reassignment	Race	Religion	Pregnancy	Sexual orientation	Sex (Gender)
2b. Equality duty: The Equality Act (2010) requires public bodies to have due regard to the need to:							
Eliminate unlawful discrimination, harassment and victimisation			Advance equality of opportunity between different groups		Foster good relations between different groups		
3. Further Information (if necessary):		Submission Update: Following Pre-submission (Reg19) consultation, no amendments are proposed to this policy.					

Table 4.29 Scoping of policy NS20: Archaeology

NS21: Non-Designated Heritage Assets

Policy NS21: Non-Designated Heritage Assets							
Establishing relevance to equality and scoping the analysis							
Stage:	Pre-submission- regulation 19 (October 2022)						
1. Describe how the policy aims relate to equality and who is intended to benefit	This policy aims to protect and enhance the significance of several specific non-designated heritage assets within the boundary of Maltkiln. The policy is intended to benefit all people in current and future generations. It is not considered that this policy has relevance to equality issues.						
2. Which protected groups and which parts of the equality duty are relevant? (tick) Not applicable							
2a. Protected characteristics:							
Age	Disability	Gender reassignment	Race	Religion	Pregnancy	Sexual orientation	Sex (Gender)
2b. Equality duty: The Equality Act (2010) requires public bodies to have due regard to the need to:							
Eliminate unlawful discrimination, harassment and victimisation			Advance equality of opportunity between different groups		Foster good relations between different groups		
3. Further Information (if necessary):		Submission Update: Following Pre-submission (Reg19) consultation it is proposed to make an amendment to the policy to correct a misspelling. It is not considered that this would alter the outcome of the scoping.					

Table 4.30 Scoping of policy NS21: Non-Designated Heritage Assets

Conclusion

- 4.43** The scoping of draft policies in the heritage assets chapter has identified that none of the policies have relevance to equality.
- 4.44** Where scoping identifies that a policy has relevance to equality an analysis takes place to understand the likely impacts on protected groups of implementing the policy. Where scoping identifies that a policy is not relevant to equality no further analysis takes place.

Housing

- 4.45** This section details the results of the equality analysis of draft policies in the housing chapter of the DPD. The policies are:
- NS22: Housing Mix and Density
 - NS23: Affordable Housing
 - NS24: Specialist Housing
 - NS25: Self and Custom Build Housing
- 4.46** The likely relevance of each policy to equality issues has been identified through a scoping exercise.
- 4.47** Where the scoping suggests a policy is relevant to equality issues the protected group (or groups) and the part (or parts) of the equality duty that are likely to be impacted by the policy have been identified.
- 4.48** The potential impacts of the policy on people with protected characteristics have then been analysed and, where necessary, the analysis has influenced further development of the policy to better promote equality.
- 4.49** Where the scoping suggests a policy is not relevant to equality issues further analysis has not taken place.
- 4.50** The results of the scoping and, where relevant, analysis of these policies is set out below.

NS22: Housing Mix and Density

Policy NS22: Housing Mix and Density							
Establishing relevance to equality and scoping the analysis							
Stage:	Pre-submission- regulation 19 (October 2022)						
1. Describe how the policy aims relate to equality and who is intended to benefit	Along with policy NS9, this policy aims to ensure that the new settlement provides a mix of house sizes and tenures that create mixed multigenerational communities and meet the needs of the district. The detailed requirements for mix and tenure are carried forward from the approach in the local plan. The policy also requires a proportion of dwellings, in-line with local plan requirements, to be accessible and adaptable dwellings. These elements will benefit all but are relevant to equality and will have the same impacts identified for local plan policy. Finally the policy carries forward density requirements from the local plan, this element is considered not relevant to equality.						
2. Which protected groups and which parts of the equality duty are relevant? (tick)							
2a. Protected characteristics:							
Age	Disability	Gender reassignment	Race	Religion	Pregnancy	Sexual orientation	Sex (Gender)
X	X						
2b. Equality duty: The Equality Act (2010) requires public bodies to have due regard to the need to:							
Eliminate unlawful discrimination, harassment and victimisation		Advance equality of opportunity between different groups			Foster good relations between different groups		
		X			X		
3. Further Information (if necessary):							

Table 4.31 Scoping of policy NS22: Housing Mix and Density

Policy NS22: Housing Mix and Density			
Analysing and addressing impacts			
Stage:		Pre-submission- regulation 19 (October 2022)	
1. What data/research/consultation do you have to support the analysis?		Census 2011 data; relevant comments submitted at regulation 18 consultation; comments and feedback from targeted stakeholder meetings; equality analysis that informed preparation of similar approaches in the adopted local plan	
Equality duty: The Equality Act (2010) requires public bodies to have 'due regard' to the need to:			
i. Eliminate unlawful discrimination, harassment and victimisation.		ii. Advance equality of opportunity between different groups.	
		iii. Foster good relations between different groups.	
2. How will the policy affect communities in terms of aims 1 - 3 of the Act? Please indicate positive or negative and low, medium or high for each.			
3. Briefly explain the policy effects identified.			
AGE: Advance equality of opportunity between different groups: Positive (Medium) and Foster good relations between different groups: Positive (Low);			
DISABILITY: Advance equality of opportunity between different groups: Positive (High) and Foster good relations between different groups: Positive (Low).			
The policy will ensure that 25% of dwellings across the new settlement will be built to the Accessible and Adaptable Homes standard			
4. What measures does or could the policy include to mitigate any adverse effects or disproportionate impacts?			
Not applicable			
5. What measures does or could the policy include to advance equality and foster good relations?			
AGE: In 2011 70% of the district's residents aged 65 or older were owner-occupiers. Delivering accessible and adaptable homes will increase the opportunity for older people to remain living independently in their own homes as their needs change. Greater proportions of older people continuing to live in their own homes will contribute to more mixed communities that will help to foster good relations.			
DISABILITY: Delivering accessible and adaptable homes will increase opportunities for people with disabilities to live independently, including as their needs change. It will also increase opportunities for people who become disabled to continue living in their own home. Greater proportions of people with disabilities living in their own homes will contribute to more mixed communities that will help to foster good relations.			
6. Which of the following actions will be followed?			
No major change - the Equality Analysis demonstrates that the policy is robust and that the evidence shows no potential for discrimination and that all opportunities to promote equality have been taken.		Adjust the policy to remove barriers or better promote equality.	
		Continue the policy despite potential for adverse impact or missed opportunities to promote equality.	
		Stop and remove the policy - if the policy shows actual or potential unlawful discrimination it must be stopped and removed or changed.	
Answer		No major change	
Further information (where necessary)		Submission Update: Following Pre-submission (Reg19) consultation, no amendments are proposed to this policy.	

Table 4.32 Analysis of policy NS22: Housing Mix and Density

NS23: Affordable Housing

Policy NS23: Affordable Housing	
Establishing relevance to equality and scoping the analysis	
Stage:	Pre-submission- regulation 19 (October 2022)

Policy NS23: Affordable Housing**Establishing relevance to equality and scoping the analysis****1. Describe how the policy aims relate to equality and who is intended to benefit**

This policy aims to ensure all housing and mixed-use schemes contribute to meeting the affordable housing needs of the district. House prices in the district are significantly higher than national and regional averages so addressing affordable housing is a key issue for the council. The policy carries forward the local plan requirement for all affordable housing to be built to the Accessible and Adaptable standard and 10% to be built to support wheelchair users. This approach for wheelchair users is more flexible than in the local plan in that not all of the 10% have to be Wheelchair Accessible homes. Once provision of these homes meets the needs of identified end users, any remaining units up to the 10% should be provided as Wheelchair Adaptable homes.

The affordable requirement is intended to benefit all but may be particularly beneficial for young people, families with children and people with disabilities as these groups are disproportionately affected by local housing affordability. Accessible and Adaptable homes will benefit people who needs change but wish to remain in the same home, predominantly older people and those with disabilities. Wheelchair Accessible and Wheelchair Adaptable will benefit people with disabilities.

2. Which protected groups and which parts of the equality duty are relevant? (tick)**2a. Protected characteristics:**

Age	Disability	Gender reassignment	Race	Religion	Pregnancy	Sexual orientation	Sex (Gender)
X	X						

2b. Equality duty: The Equality Act (2010) requires public bodies to have due regard to the need to:

Eliminate unlawful discrimination, harassment and victimisation	Advance equality of opportunity between different groups	Foster good relations between different groups
	X	X

3. Further Information (if necessary):

Table 4.33 Scoping of policy NS23: Affordable Housing

Policy NS23: Affordable Housing**Analysing and addressing impacts**

Stage:	Pre-submission- regulation 19 (October 2022)		
1. What data/research/consultation do you have to support the analysis?	Census 2011 data; relevant comments submitted at regulation 18 consultation; comments and feedback from targeted stakeholder meetings; equality analysis that informed preparation of similar approaches in the adopted local plan		
Equality duty: The Equality Act (2010) requires public bodies to have 'due regard' to the need to:			
i. Eliminate unlawful discrimination, harassment and victimisation.	ii. Advance equality of opportunity between different groups.	iii. Foster good relations between different groups.	
2. How will the policy affect communities in terms of aims 1 - 3 of the Act? Please indicate positive or negative and low, medium or high for each.			
3. Briefly explain the policy effects identified.			
AGE: Advance equality of opportunity between different groups: Positive (High) and Foster good relations between groups: Positive (Low)			
Policy will deliver a high proportion of units as affordable homes , particularly beneficial to younger people and families with children. Requirement for Accessible and adaptable homes will benefit older people wishing to remain in their own homes			
DISABILITY: Advance equality of opportunity between different groups: Positive (High) and Foster good relations between groups: Positive (Low)			

Policy NS23: Affordable Housing			
Analysing and addressing impacts			
Policy will deliver a high proportion of units as affordable homes, particularly beneficial to people with disabilities. Requirement for Accessible and adaptable homes and wheelchair adaptable homes will benefit people with disabilities who wish to remain in their own homes. Requirement for wheelchair accessible homes will help meet housing needs of wheelchair users.			
4. What measures does or could the policy include to mitigate any adverse effects or disproportionate impacts?			
Not applicable			
5. What measures does or could the policy include to advance equality and foster good relations?			
AGE: The policy will advance the equality of opportunity for younger people and people with young families to secure affordable accommodation. It will also advance the equality of opportunity for older people to remain living in their homes. The policy will foster good relations between groups by helping to create and maintain a multigenerational community DISABILITY: The policy will advance the equality of opportunity for people with disabilities to secure affordable accommodation that meets their needs and the equality of opportunity for people with disabilities to remain living in their homes. The policy will foster good relations between groups by helping to create and maintain a mixed community.			
6. Which of the following actions will be followed?			
No major change - the Equality Analysis demonstrates that the policy is robust and that the evidence shows no potential for discrimination and that all opportunities to promote equality have been taken.	Adjust the policy to remove barriers or better promote equality.	Continue the policy despite potential for adverse impact or missed opportunities to promote equality.	Stop and remove the policy - if the policy shows actual or potential unlawful discrimination it must be stopped and removed or changed.
Answer	No major change		
Further information (where necessary)	Submission Update: Following Pre-submission (Reg19) consultation, no amendments are proposed to this policy.		

Table 4.34 Analysis of policy NS23: Affordable Housing

NS24: Specialist Housing

Policy NS24: Specialist Housing							
Establishing relevance to equality and scoping the analysis							
Stage:	Pre-submission- regulation 19 (October 2022)						
1. Describe how the policy aims relate to equality and who is intended to benefit	Alongside policy NS26, this policy aims to ensure the provision of a sufficient number of homes specifically designed to meet the support needs of residents, as indicated by local evidence. Policy requires these homes to be built adjacent to the local centre to ensure good access to services and facilities. The policy is intended to benefit people with support needs, which is most likely older people and those with disabilities. The 2011 Census shows that the population of the district includes a greater proportion of people aged 65 or older than nationally or regionally, which becomes more pronounced as ages increase. The district has a lower proportion of people with disabilities, including those whose day-to-day activities are limited a lot, nevertheless, there are still over 10 000 people whose activities are limited a lot.						
2. Which protected groups and which parts of the equality duty are relevant? (tick)							
2a. Protected characteristics:							
Age	Disability	Gender reassignment	Race	Religion	Pregnancy	Sexual orientation	Sex (Gender)
X	X						
2b. Equality duty: The Equality Act (2010) requires public bodies to have due regard to the need to:							

Policy NS24: Specialist Housing**Establishing relevance to equality and scoping the analysis**

Eliminate unlawful discrimination, harassment and victimisation	Advance equality of opportunity between different groups	Foster good relations between different groups
	X	
3. Further Information (if necessary):		

Table 4.35 Scoping of policy NS24: Specialist Housing

Policy NS24: Specialist Housing**Analysing and addressing impacts**

Stage:	Pre-submission- regulation 19 (October 2022)		
1. What data/research/consultation do you have to support the analysis?	Census 2011 data; relevant comments submitted at regulation 18 consultation; comments and feedback from targeted stakeholder meetings; equality analysis that informed preparation of similar approaches in the adopted local plan		
Equality duty: The Equality Act (2010) requires public bodies to have 'due regard' to the need to:			
i. Eliminate unlawful discrimination, harassment and victimisation.	ii. Advance equality of opportunity between different groups.	iii. Foster good relations between different groups.	
2. How will the policy affect communities in terms of aims 1 - 3 of the Act? Please indicate positive or negative and low, medium or high for each.			
3. Briefly explain the policy effects identified.			
AGE: Advance equality of opportunity between different groups: Positive (High)			
DISABILITY: Advance equality of opportunity between different groups: Positive (High)			
Requiring proposals to include housing for people with specialist support needs will help to meet the housing needs of these people, Support needs are most closely associated with older people and people with disabilities. Requiring the provision to be located close to the local centre will help to ensure residents are more able to access services and facilities			
4. What measures does or could the policy include to mitigate any adverse effects or disproportionate impacts?			
Not applicable			
5. What measures does or could the policy include to advance equality and foster good relations?			
AGE and DISABILITY: Providing housing for people with support needs will advance the equality of opportunity for these groups to have their housing needs met. Requiring homes to be close to the local centre will advance the equality of opportunity for residents to access services and facilities independently			
6. Which of the following actions will be followed?			
No major change - the Equality Analysis demonstrates that the policy is robust and that the evidence shows no potential for discrimination and that all opportunities to promote equality have been taken.	Adjust the policy to remove barriers or better promote equality.	Continue the policy despite potential for adverse impact or missed opportunities to promote equality.	Stop and remove the policy - if the policy shows actual or potential unlawful discrimination it must be stopped and removed or changed.
Answer	No major change		
Further information (where necessary)	Submission Update: Following Pre-submission (Reg19) consultation, no amendments are proposed to this policy.		

Table 4.36 Analysis of policy NS24: Specialist Housing

NS25: Self and Custom Build Housing

Policy NS25: Self and Custom Build Housing							
Establishing relevance to equality and scoping the analysis							
Stage:		Pre-submission- regulation 19 (October 2022)					
1. Describe how the policy aims relate to equality and who is intended to benefit		This policy aims to widen opportunities for home ownership by enabling more people to build or commission the building of their own home through a requirement for 5% of building plots to be made available for self and/or custom builders. The policy is intended to benefit those who wish to build or commission their own home but are prevented by a lack of potential sites. It is not considered that this policy has relevance to equalities.					
2. Which protected groups and which parts of the equality duty are relevant? (tick) Not applicable							
2a. Protected characteristics:							
Age	Disability	Gender reassignment	Race	Religion	Pregnancy	Sexual orientation	Sex (Gender)
2b. Equality duty: The Equality Act (2010) requires public bodies to have due regard to the need to:							
Eliminate unlawful discrimination, harassment and victimisation			Advance equality of opportunity between different groups			Foster good relations between different groups	
3. Further Information (if necessary):		Submission Update: Following Pre-submission (Reg19) consultation, no amendments are proposed to this policy.					

Table 4.37 Scoping of policy NS25: Self and Custom Build Housing

Conclusion

4.51 The scoping of draft policies in the housing chapter has identified that the following policies have relevance to equality:

- NS22: Housing Mix and Density
- NS23: Affordable Housing
- NS24: Specialist Housing

4.52 Where scoping has identified that a policy has relevance to equality an analysis has taken place to understand the likely impacts on protected groups of implementing the policy. Where scoping has identified that a policy is not relevant to equality no further analysis has taken place.

4.53 The analysis of relevant policies has considered how the likely impacts relate to the requirements of the public sector equality duty, whether these impacts are positive or negative and whether the impact would be high, medium or low. The duty requires that the council gives due regard to the need to:

1. Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
2. Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
3. Foster good relations between persons who share a relevant protected characteristic and persons who do not share it

4.54 The analysis has informed consideration of whether the policy should be included in the DPD in its current form, amended to better reflect equality legislation and the public sector duty or removed from the DPD.

4.55 A summary of the likely effects of draft policies in the housing chapter is shown below. The table identifies the policies with likely effects on equalities and how the effects of each policy relate to protected characteristics and the requirements of the public sector equality duty.

	Eliminate unlawful discrimination, harassment and victimisation.			Advance equality of opportunity between different groups.			Foster good relations between different groups.		
	Positive			Positive			Positive		
	High	Medium	Low	High	Medium	Low	High	Medium	Low
Age				NS23; NS24	NS22				NS22; NS23
Disability				NS22; NS23; NS24					NS22; NS23
Gender reassignment									
Race									
Religion/belief									
Pregnancy and maternity									
Sexual orientation									
Sex (gender)									

Table 4.38 Likely effects of policies in the housing chapter

4.56 The analysis has identified that policies in the housing chapter, with the exception of policy NS25: Self and Custom Build Housing, are relevant to equality and have positive effects.

4.57 While the policies have the potential to deliver positive benefits to all, where relevant, the analysis identifies specific benefits from all relevant policies for older people and people with disabilities. The positive effects for people with disabilities relate to people with mobility needs, specialist support needs and disabilities more generally. In addition the provision of affordable housing will particularly benefit young adults and people with young families.

4.58 The effects identified are largely concerned with advancing the equality of opportunity for the identified groups, with the scale of this effect considered to be high in most cases. Two of the policies will also help to foster good relations.

Local Centre

- 4.59** This section details the results of the equality analysis of draft policies in the local centre chapter of the DPD. The policies are:
- NS26: Local Centre
 - NS27: Employment
 - NS28: Education
 - NS29: Social and Community Facilities
- 4.60** The likely relevance of each policy to equality issues has been identified through a scoping exercise.
- 4.61** Where the scoping suggests a policy is relevant to equality issues the protected group (or groups) and the part (or parts) of the equality duty that are likely to be impacted by the policy have been identified.
- 4.62** The potential impacts of the policy on people with protected characteristics have then been analysed and, where necessary, the analysis has influenced further development of the policy to better promote equality.
- 4.63** Where the scoping suggests a policy is not relevant to equality issues further analysis has not taken place.
- 4.64** The results of the scoping and, where relevant, analysis of these policies is set out below

NS26: Local Centre

Policy NS26: Local Centre							
Establishing relevance to equality and scoping the analysis							
Stage:	Pre-submission- regulation 19 (October 2022)						
1. Describe how the policy aims relate to equality and who is intended to benefit	This policy aims to ensure that development of the new settlement includes provision of the services and facilities necessary to meet day-to-day needs. It requires this provision to be located in a single local centre that is adjacent to the rail line and easily accessible to all parts of the settlement on foot. This approach is intended to benefit all but would be particularly beneficial to those who would find it difficult to access services and facilities if they were dispersed around the settlement. This is likely to include people with mobility disabilities but also those without access to a private car, which may disproportionately include young people and the very old. The policy requires provision of specific uses that will be investigated as part of consideration of other policies as follows: business/commercial- NS27; community facilities- NS29; extra care- NS24. The policy also requires the creation of civic spaces. This requirement is intended to benefit all and will help to foster good relations between all groups by creating opportunities for social interaction in freely accessible public spaces, including across different groups. Finally the policy requires provision of retail and leisure uses, residential units above shops and uses to support the high-time economy. It is not considered that requirement of these specific uses is relevant to equality.						
2. Which protected groups and which parts of the equality duty are relevant? (tick)							
2a. Protected characteristics:							
Age	Disability	Gender reassignment	Race	Religion	Pregnancy	Sexual orientation	Sex (Gender)
X	X	X	X	X	X	X	X

Policy NS26: Local Centre**Establishing relevance to equality and scoping the analysis**

2b. Equality duty: The Equality Act (2010) requires public bodies to have due regard to the need to:

Eliminate unlawful discrimination, harassment and victimisation	Advance equality of opportunity between different groups	Foster good relations between different groups
	X	X

3. Further Information (if necessary):

Table 4.39 Scoping of policy NS26: Local Centre

Policy NS26: Local Centre**Analysing and addressing impacts**

Stage:	Pre-submission- regulation 19 (October 2022)		
1. What data/research/consultation do you have to support the analysis?	Census 2011 data; relevant comments submitted at regulation 18 consultation; comments and feedback from targeted stakeholder meetings; equality analysis that informed preparation of similar approaches in the adopted local plan		
Equality duty: The Equality Act (2010) requires public bodies to have 'due regard' to the need to:			
i. Eliminate unlawful discrimination, harassment and victimisation.	ii. Advance equality of opportunity between different groups.	iii. Foster good relations between different groups.	
2. How will the policy affect communities in terms of aims 1 - 3 of the Act? Please indicate positive or negative and low, medium or high for each. 3. Briefly explain the policy effects identified.			
AGE: Advance equality of opportunity between different groups: Positive (Medium) and DISABILITY: Advance equality of opportunity between different groups: Positive (Medium) The policy requires the provision of the services and facilities necessary to meet day-to-day needs and for this provision to be located in a single local centre ALL GROUPS: Foster good relations between different groups: Positive (Low). The policy requires provision of civic spaces within the local centre			
4. What measures does or could the policy include to mitigate any adverse effects or disproportionate impacts?			
Not applicable			
5. What measures does or could the policy include to advance equality and foster good relations?			
Locating the services and facilities necessary to meet day-to-day needs in a single local centre will advance equality of opportunity for the disabled and older people who would otherwise find it more difficult to access services and facilities if they were dispersed. The provision of civic spaces will help to foster good relations between all groups by creating opportunities for social interaction in freely accessible public spaces, including across different groups.			
6. Which of the following actions will be followed?			
No major change - the Equality Analysis demonstrates that the policy is robust and that the evidence shows no potential for discrimination and that all opportunities to promote equality have been taken.	Adjust the policy to remove barriers or better promote equality.	Continue the policy despite potential for adverse impact or missed opportunities to promote equality.	Stop and remove the policy - if the policy shows actual or potential unlawful discrimination it must be stopped and removed or changed.
Answer	No major change		

Policy NS26: Local Centre	
Analysing and addressing impacts	
Further information (where necessary)	Submission Update: Following Pre-submission (Reg19) consultation, several amendments are proposed to this policy. The amendments include clarifying the intended location of the local centre- to accord with other DPD policies, and removing reference to specific facilities that should be provided- although the types of facilities and needs that need to be served are retained. It is not considered that these changes alter the analysis. It is also proposed to add further clarity to the requirement for the centre to be accessible to all by specifying that this includes users of wheelchairs and mobility scooters. While this would help to secure the equality benefits arising from the existing need to be accessible to all, already identified in the analysis, it is not considered that the proposed change would alter the scale of these benefits, and the existing analysis is still appropriate.

Table 4.40 Analysis of policy NS26: Local Centre

NS27: Employment

Policy NS27: Employment							
Establishing relevance to equality and scoping the analysis							
Stage:	Pre-submission- regulation 19 (October 2022)						
1. Describe how the policy aims relate to equality and who is intended to benefit	Along with policies NS26, NS30, this policy aims to ensure that employment provision is delivered within the new settlement. The policy includes further detail on the types of employment that provision should support. This is intended to benefit people of working age, however as the intended benefits are unrelated to the requirements under the equality duty and working age people account for 60-70% of the district's population (Census 2011), it is not considered that these requirements relate to equality. The policy includes a number of provisions aimed at enabling home and hybrid working that are investigated as part of consideration of other policies that set out further detail, as follows: broadband provision- NS6; support for using space within the home for work and provision of co-working facilities- NS9. The policy also requires the development to provide training opportunities to improve skills and work readiness. This is intended to benefit all but will be particularly beneficial to younger adults who disproportionately require this support.						
2. Which protected groups and which parts of the equality duty are relevant? (tick)							
2a. Protected characteristics:							
Age	Disability	Gender reassignment	Race	Religion	Pregnancy	Sexual orientation	Sex (Gender)
X							
2b. Equality duty: The Equality Act (2010) requires public bodies to have due regard to the need to:							
Eliminate unlawful discrimination, harassment and victimisation	Advance equality of opportunity between different groups	Foster good relations between different groups					
	X						
3. Further Information (if necessary):							

Table 4.41 Scoping of policy NS27: Employment

Policy NS27: Employment	
Analysing and addressing impacts	
Stage:	Pre-submission- regulation 19 (October 2022)

Policy NS27: Employment			
Analysing and addressing impacts			
1. What data/research/consultation do you have to support the analysis?		Census 2011 data; relevant comments submitted at regulation 18 consultation; comments and feedback from targeted stakeholder meetings; equality analysis that informed preparation of similar approaches in the adopted local plan	
Equality duty: The Equality Act (2010) requires public bodies to have 'due regard' to the need to:			
i. Eliminate unlawful discrimination, harassment and victimisation.		ii. Advance equality of opportunity between different groups.	iii. Foster good relations between different groups.
2. How will the policy affect communities in terms of aims 1 - 3 of the Act? Please indicate positive or negative and low, medium or high for each.			
3. Briefly explain the policy effects identified.			
AGE: Advance equality of opportunity between different groups: Positive (Medium)			
The policy requires development to provide a range of training opportunities to enable local people to improve their skills and work readiness, which will be particularly beneficial to younger adults.			
4. What measures does or could the policy include to mitigate any adverse effects or disproportionate impacts?			
Not applicable			
5. What measures does or could the policy include to advance equality and foster good relations?			
Providing a range of training opportunities that enable local people to improve their skills and work readiness will advance the equality of opportunity for young people to develop the skills necessary to take advantage of the labour market opportunities that others enjoy.			
6. Which of the following actions will be followed?			
No major change - the Equality Analysis demonstrates that the policy is robust and that the evidence shows no potential for discrimination and that all opportunities to promote equality have been taken.	Adjust the policy to remove barriers or better promote equality.	Continue the policy despite potential for adverse impact or missed opportunities to promote equality.	Stop and remove the policy - if the policy shows actual or potential unlawful discrimination it must be stopped and removed or changed.
Answer	No major change		
Further information (where necessary)	Submission Update: Following Pre-submission (Reg19) consultation, no amendments are proposed to this policy.		

Table 4.42 Analysis of policy NS27: Employment

NS28: Education

Policy NS28: Education	
Establishing relevance to equality and scoping the analysis	
Stage:	Pre-submission- regulation 19 (October 2022)
1. Describe how the policy aims relate to equality and who is intended to benefit	Along with policy NS30, this policy aims to ensure that development of Maltkiln includes provision that meets the educational needs of residents. This includes meeting needs for primary education through the provision of two new primary schools within the new settlement and meeting needs for secondary education through either a financial contribution towards expansion of off-site provision or provision of a new school on-site. Alongside the policy sets out a number of locational requirements for new schools to meet. The policy is intended to benefit young people of school age by ensuring their educational needs are met.

Policy NS28: Education							
Establishing relevance to equality and scoping the analysis							
		The policy also encourages the use of school facilities to help meet the need for community facilities by the wider population. This is investigated alongside consideration of policy NS29, which sets out detailed requirements for community facilities.					
2. Which protected groups and which parts of the equality duty are relevant? (tick)							
2a. Protected characteristics:							
Age	Disability	Gender reassignment	Race	Religion	Pregnancy	Sexual orientation	Sex (Gender)
X							
2b. Equality duty: The Equality Act (2010) requires public bodies to have due regard to the need to:							
Eliminate unlawful discrimination, harassment and victimisation		Advance equality of opportunity between different groups			Foster good relations between different groups		
		X					
3. Further Information (if necessary):							

Table 4.43 Scoping of policy NS28: Education (as presented at Reg 19- Pre-submission)

Policy NS28: Education		
Analysing and addressing impacts		
Stage:	Pre-submission- regulation 19 (October 2022)	
1. What data/research/consultation do you have to support the analysis?	Census 2011 data; relevant comments submitted at regulation 18 consultation; comments and feedback from targeted stakeholder meetings; equality analysis that informed preparation of similar approaches in the adopted local plan	
Equality duty: The Equality Act (2010) requires public bodies to have 'due regard' to the need to:		
i. Eliminate unlawful discrimination, harassment and victimisation.	ii. Advance equality of opportunity between different groups.	iii. Foster good relations between different groups.
2. How will the policy affect communities in terms of aims 1 - 3 of the Act? Please indicate positive or negative and low, medium or high for each.		
3. Briefly explain the policy effects identified.		
AGE: Advance equality of opportunity between different groups: Positive (High)		
The policy requires development to provide or fund the education provision required by school age residents.		
4. What measures does or could the policy include to mitigate any adverse effects or disproportionate impacts?		
Not applicable		
5. What measures does or could the policy include to advance equality and foster good relations?		
Providing for the educational needs of school age residents will advance the equality of opportunity for this group to develop the academic, social and other skills necessary to help fulfill their potential in life.		
6. Which of the following actions will be followed?		

Policy NS28: Education**Analysing and addressing impacts**

No major change - the Equality Analysis demonstrates that the policy is robust and that the evidence shows no potential for discrimination and that all opportunities to promote equality have been taken.	Adjust the policy to remove barriers or better promote equality.	Continue the policy despite potential for adverse impact or missed opportunities to promote equality.	Stop and remove the policy - if the policy shows actual or potential unlawful discrimination it must be stopped and removed or changed.
Answer	No major change		
Further information (where necessary)	Submission Update: Following Pre-submission (Reg19) consultation, several amendments are proposed to this policy. These include amendments relevant to equality. Firstly a requirement for nursery school places, and secondly- in-light of a comment on the equality analysis-, a requirement for the location and design of proposals to be evaluated against the need for inclusive accessibility. While the former would extend benefits already identified, it is considered that the latter would extend the policy's relevance to equality in relation to the protected characteristic of disability and the need to eliminate discrimination, advance equality of opportunity and foster good relations. As such an updated analysis of the proposed amended policy is set out below.		

Table 4.44 Analysis of policy NS28: Education (as presented at Reg 19- Pre-submission)

Policy NS28: Education**Analysing and addressing impacts**

Stage:	Submission (December 2023). This analysis relates to the policy as proposed following modification in-light of comments received at Pre-submission (Reg 19) consultation		
1. What data/research/consultation do you have to support the analysis?	Census 2011 data; relevant comments submitted at regulation 18 and regulation 19 consultations; comments and feedback from targeted stakeholder meetings; equality analysis that informed preparation of similar approaches in the adopted local plan		
Equality duty: The Equality Act (2010) requires public bodies to have 'due regard' to the need to:			
i. Eliminate unlawful discrimination, harassment and victimisation.	ii. Advance equality of opportunity between different groups.	iii. Foster good relations between different groups.	
2. How will the policy affect communities in terms of aims 1 - 3 of the Act? Please indicate positive or negative and low, medium or high for each.			
3. Briefly explain the policy effects identified.			
AGE: Advance equality of opportunity between different groups: Positive (High). The policy requires development to provide or fund the education provision required by school and nursery age residents. DISABILITY: Eliminate unlawful discrimination, harassment and victimisation: Positive (Low); Advance equality of opportunity between different groups: Positive (High); Foster good relations between different groups: Positive (Med.). The policy requires inclusive accessibility which will help prevent unlawful discrimination of people with relevant disabilities by enabling them to access to education locally alongside those without relevant disabilities.			
4. What measures does or could the policy include to mitigate any adverse effects or disproportionate impacts?			
Not applicable			
5. What measures does or could the policy include to advance equality and foster good relations?			
AGE: Providing for the educational needs of school and nursery age residents will advance the equality of opportunity for this group to develop the academic, social and other skills necessary to help fulfill their potential in life. DISABILITY: Providing inclusive accessibility will advance the equality of opportunity for people with relevant disabilities to develop the academic, social and other skills necessary to help fulfill their potential in life. It will foster good relations between this group and others outside the group by enabling needs to be met on the site, which would increase social interactions.			

Policy NS28: Education			
Analysing and addressing impacts			
6. Which of the following actions will be followed?			
No major change - the Equality Analysis demonstrates that the policy is robust and that the evidence shows no potential for discrimination and that all opportunities to promote equality have been taken.	Adjust the policy to remove barriers or better promote equality.	Continue the policy despite potential for adverse impact or missed opportunities to promote equality.	Stop and remove the policy - if the policy shows actual or potential unlawful discrimination it must be stopped and removed or changed.
Answer	No major change		
Further information (where necessary)			

Table 4.45 Analysis of policy NS28: Education (incorporating proposed modifications following Reg 19- Pre-submission)

NS29: Social and Community Facilities

Policy NS29: Social and Community Facilities							
Establishing relevance to equality and scoping the analysis							
Stage:	Pre-submission- regulation 19 (October 2022)						
1. Describe how the policy aims relate to equality and who is intended to benefit	Along with policies NS26 and NS28, this policy aims to ensure delivery of the community facilities necessary to meet the needs of residents. In particular the policy identifies a need for health facilities, community centres and nursery provision. The policy is intended to benefit all but different elements will be particularly beneficial to different groups. Health facilities will particularly benefit older people and people during pregnancy and maternity, and nursery provision will be particularly beneficial to young children. The provision of community centres will particularly benefit those at risk of social isolation, such as older people and people during pregnancy and maternity. Policy also requires consideration of opportunities to co-locate facilities and make school provision available for community use. It is not considered that these aspects are relevant to equality.						
2. Which protected groups and which parts of the equality duty are relevant? (tick)							
2a. Protected characteristics:							
Age	Disability	Gender reassignment	Race	Religion	Pregnancy	Sexual orientation	Sex (Gender)
X					X		
2b. Equality duty: The Equality Act (2010) requires public bodies to have due regard to the need to:							
Eliminate unlawful discrimination, harassment and victimisation		Advance equality of opportunity between different groups			Foster good relations between different groups		
		X					
3. Further Information (if necessary):							

Table 4.46 Scoping of policy NS29: Social and Community Facilities (as presented at Reg 19- Pre-submission)

Policy NS29: Social and Community Facilities

Analysing and addressing impacts

Stage:	Pre-submission- regulation 19 (October 2022)		
1. What data/research/consultation do you have to support the analysis?	Census 2011 data; relevant comments submitted at regulation 18 consultation; comments and feedback from targeted stakeholder meetings; equality analysis that informed preparation of similar approaches in the adopted local plan		
Equality duty: The Equality Act (2010) requires public bodies to have 'due regard' to the need to:			
i. Eliminate unlawful discrimination, harassment and victimisation.	ii. Advance equality of opportunity between different groups.	iii. Foster good relations between different groups.	
2. How will the policy affect communities in terms of aims 1 - 3 of the Act? Please indicate positive or negative and low, medium or high for each.			
3. Briefly explain the policy effects identified.			
AGE: Advance equality of opportunity between different groups: Positive (Medium) Policy requires provision of community facilities, including health facilities and community centres, particularly beneficial to older people. It also requires nursery provision, particularly beneficial to young children PREGNANCY: Advance equality of opportunity between different groups: Positive (Medium) Policy requires provision of community facilities, including health facilities and community centres, particularly beneficial to people during pregnancy and maternity			
4. What measures does or could the policy include to mitigate any adverse effects or disproportionate impacts?			
Not applicable			
5. What measures does or could the policy include to advance equality and foster good relations?			
AGE: The requirement to provide health facilities will advance equality of opportunity for the health needs of older people whose health needs may be greater to be met. The requirement for community centres will advance equality of opportunity for those at risk of social isolation, including older people, to meet other people. The requirement for nursery provision will advance equality of opportunity for meeting the social needs of young children. PREGNANCY: The requirement to provide health facilities will advance equality of opportunity for this group to have their health needs met during pregnancy and maternity when their needs may be greater. The requirement for community centres will advance equality of opportunity for those at risk of social isolation, including as a result of pregnancy or maternity, to meet other people.			
6. Which of the following actions will be followed?			
No major change - the Equality Analysis demonstrates that the policy is robust and that the evidence shows no potential for discrimination and that all opportunities to promote equality have been taken.	Adjust the policy to remove barriers or better promote equality.	Continue the policy despite potential for adverse impact or missed opportunities to promote equality.	Stop and remove the policy - if the policy shows actual or potential unlawful discrimination it must be stopped and removed or changed.
Answer	No major change		
Further information (where necessary)	Submission Update: Following Pre-submission (Reg19) consultation, several amendments are proposed to this policy that are relevant to equality. The policy no longer requires specific health facilities, community centres and nursery provision; instead it identifies that the council will work with stakeholders to identify specific facilities required during the application process but highlights that these are likely to be those previously required with the exception of nurseries- as these are now addressed in NS28. It is considered that the change in approach would not alter the findings of the previous analysis since where there is evidence of need for facilities they will be required. However the change in scope to exclude nurseries would reduce the extent of some of the policy benefits, although these would now be provided through NS28. As such an updated analysis of the proposed amended policy is set out below.		

Table 4.47 Analysis of policy NS29: Social and Community Facilities (as presented at Reg 19- Pre-submission)

Policy NS29: Social and Community Facilities			
Analysing and addressing impacts			
Stage:		Submission (December 2023)	
		This analysis relates to the policy as proposed following modification in-light of comments received at Pre-submission (Reg 19) consultation	
1. What data/research/consultation do you have to support the analysis?		Census 2011 data; relevant comments submitted at regulation 18 and regulation 19 consultations; comments and feedback from targeted stakeholder meetings; equality analysis that informed preparation of similar approaches in the adopted local plan	
Equality duty: The Equality Act (2010) requires public bodies to have 'due regard' to the need to:			
i. Eliminate unlawful discrimination, harassment and victimisation.		ii. Advance equality of opportunity between different groups.	
iii. Foster good relations between different groups.			
2. How will the policy affect communities in terms of aims 1 - 3 of the Act? Please indicate positive or negative and low, medium or high for each.			
3. Briefly explain the policy effects identified.			
AGE: Advance equality of opportunity between different groups: Positive (Medium)			
Policy requires provision of community facilities, including health facilities and community centres, particularly beneficial to older people.			
PREGNANCY: Advance equality of opportunity between different groups: Positive (Medium)			
Policy requires provision of community facilities, including health facilities and community centres, particularly beneficial to people during pregnancy and maternity			
4. What measures does or could the policy include to mitigate any adverse effects or disproportionate impacts?			
Not applicable			
5. What measures does or could the policy include to advance equality and foster good relations?			
AGE: The requirement to provide health facilities will advance equality of opportunity for the health needs of older people whose health needs may be greater to be met. The requirement for community centres will advance equality of opportunity for those at risk of social isolation, including older people, to meet other people.			
PREGNANCY: The requirement to provide health facilities will advance equality of opportunity for this group to have their health needs met during pregnancy and maternity when their needs may be greater. The requirement for community centres will advance equality of opportunity for those at risk of social isolation, including as a result of pregnancy or maternity, to meet other people			
6. Which of the following actions will be followed?			
No major change - the Equality Analysis demonstrates that the policy is robust and that the evidence shows no potential for discrimination and that all opportunities to promote equality have been taken.	Adjust the policy to remove barriers or better promote equality.	Continue the policy despite potential for adverse impact or missed opportunities to promote equality.	Stop and remove the policy - if the policy shows actual or potential unlawful discrimination it must be stopped and removed or changed.
Answer	No major change		
Further information (where necessary)			

Table 4.48 Analysis of policy NS29: Social and Community Facilities (incorporating proposed modifications following Reg 19- Pre-submission)

Conclusion

4.65 The scoping of draft policies in the local centre chapter has identified that the following policies have relevance to equality:

- NS26: Local Centre
- NS27: Employment
- NS28: Education
- NS29: Social and Community Facilities

4.66 Where scoping has identified that a policy has relevance to equality an analysis has taken place to understand the likely impacts on protected groups of implementing the policy. Where scoping has identified that a policy is not relevant to equality no further analysis has taken place.

4.67 The analysis of relevant policies has considered how the likely impacts relate to the requirements of the public sector equality duty, whether these impacts are positive or negative and whether the impact would be high, medium or low. The duty requires that the council gives due regard to the need to:

1. Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
2. Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
3. Foster good relations between persons who share a relevant protected characteristic and persons who do not share it

4.68 The analysis has informed consideration of whether the policy should be included in the DPD in its current form, amended to better reflect equality legislation and the public sector duty or removed from the DPD.

4.69 A summary of the likely effects of draft policies in the local centre chapter is shown below. The table identifies the policies with likely effects on equalities and how the effects of each policy relate to protected characteristics and the requirements of the public sector equality duty.

	Eliminate unlawful discrimination, harassment and victimisation.			Advance equality of opportunity between different groups.			Foster good relations between different groups.		
	Positive			Positive			Positive		
	High	Medium	Low	High	Medium	Low	High	Medium	Low
Age				NS28	NS26; NS27; NS29				NS26
Disability			NS28	NS28	NS26			NS28	NS26
Gender reassignment									NS26
Race									NS26
Religion/belief									NS26
Pregnancy and maternity					NS29				NS26
Sexual orientation									NS26
Sex (gender)									NS26

Table 4.49 Likely effects of policies in the local centre chapter

4.70 The analysis has identified that all of the policies in the local centre chapter are relevant to equality and all are expected to have positive effects.

4.71 The analysis suggests that all four policies will have positive effects connected to age. Some of the effects, such as provision of education and skills training, will be beneficial to young people and young adults respectively, while others, such as community facilities and nearby facilities, will be beneficial across many age ranges. Provision of community facilities, nearby

facilities and inclusive accessibility to education facilities will have positive benefits for people with disabilities. Provision of community facilities, and nearby facilities will also have positive benefits for people who are pregnant or have recently given birth.

- 4.72** These effects are primarily concerned with advancing the equality of opportunity for the identified groups, with the scale of this effect considered to be high for young people and people with relevant disabilities in relation to the provision of education, and medium for other advancing equality effects. Importantly inclusive accessibility to education facilities will also help eliminate discrimination of people with relevant disabilities by allowing access to education, although the extent is considered low since other provision is also likely to be available. Local provision, however, will also help to foster good relations between those with these disabilities and those not in this group.
- 4.73** In addition the analysis identifies that through the provision of civic spaces policy NS26: Local Centre will have positive effects concerned with fostering good relations between groups for all protected characteristics. Although the scale of this impact is considered low it is considered that changes to the policy are unlikely to increase these benefits.

Access and Movement

- 4.74** This section details the results of the equality analysis of draft policies in the access and movement chapter of the DPD. The policies are:
- NS30: Sustainable Travel and Connectivity;
 - NS31: Walking and Cycling;
 - NS32: Cycle Parking and Storage;
 - NS33: High Quality Public Transport- Rail Infrastructure;
 - NS34: High Quality Public Transport- Bus Provision;
 - NS35: Street Hierarchy;
 - NS36: Highway Mitigation and Improvements;
 - NS37: Minimising Car Use.
- 4.75** The likely relevance of each policy to equality issues has been identified through a scoping exercise.
- 4.76** Where the scoping suggests a policy is relevant to equality issues the protected group (or groups) and the part (or parts) of the equality duty that are likely to be impacted by the policy have been identified.
- 4.77** The potential impacts of the policy on people with protected characteristics have then been analysed and, where necessary, the analysis has influenced further development of the policy to better promote equality.
- 4.78** Where the scoping suggests a policy is not relevant to equality issues further analysis has not taken place.
- 4.79** The results of the scoping and, where relevant, analysis of these policies is set out below

NS30: Sustainable Travel and Connectivity

Policy NS30: Sustainable Travel and Connectivity							
Establishing relevance to equality and scoping the analysis							
Stage:	Pre-submission- regulation 19 (October 2022)						
1. Describe how the policy aims relate to equality and who is intended to benefit	This policy aims to ensure that Maltkiln is designed and developed to achieve sustainable travel behavior both within the settlement and in connections to neighbouring settlements. The policy includes several elements. Most of these elements are repeated alongside further detail in other DPD policies and it is considered appropriate to investigate these as part of consideration of the more detailed policies. These requirements and the further policies are: Provision of key services- NS29, leisure and retail- NS26, education- NS28, and employment- NS27; Provision of footpath and cycleway networks- NS31; Provision of a central rail hub- NS33; Provision of a high-quality bus service- NS34; Wider highway improvements- NS26; Preparation of travel plans- NS5. Alongside policy NS5 this policy also requires movement at Maltkiln to be based on a modal hierarchy. It is not considered that these requirements are relevant to equalities.						
2. Which protected groups and which parts of the equality duty are relevant? (tick) Not applicable							
2a. Protected characteristics:							
Age	Disability	Gender reassignment	Race	Religion	Pregnancy	Sexual orientation	Sex (Gender)
2b. Equality duty: The Equality Act (2010) requires public bodies to have due regard to the need to:							

Policy NS30: Sustainable Travel and Connectivity**Establishing relevance to equality and scoping the analysis**

Eliminate unlawful discrimination, harassment and victimisation	Advance equality of opportunity between different groups	Foster good relations between different groups
3. Further Information (if necessary): Submission Update: Following Pre-submission (Reg19) consultation it is proposed to amend the policy to clarify requirements for travel plans, including moving requirements for travel plans to respond to the needs of different demographic groups into this policy from policy NS5. As this element is relevant to equality and not repeated in other policies it is considered that this aspect is analysed further. The policy is considered relevant to equality as follows: AGE and DISABILITY: Advance equality of opportunity between different groups.		

Table 4.50 Scoping of policy NS30: Sustainable Travel and Connectivity

Policy NS30: Sustainable Travel and Connectivity**Analysing and addressing impacts**

Stage:	Submission (December 2023). This analysis relates to the policy as proposed following modification in-light of comments received at Pre-submission (Reg 19) consultation		
1. What data/research/consultation do you have to support the analysis?	Census 2011 data; relevant comments submitted at regulation 18 and 19 consultations; comments and feedback from targeted stakeholder meetings; equality analysis that informed preparation of similar approaches in the adopted local plan.		
Equality duty: The Equality Act (2010) requires public bodies to have 'due regard' to the need to:			
i. Eliminate unlawful discrimination, harassment and victimisation.	ii. Advance equality of opportunity between different groups.	iii. Foster good relations between different groups.	
2. How will the policy affect communities in terms of aims 1 - 3 of the Act? Please indicate positive or negative and low, medium or high for each.			
3. Briefly explain the policy effects identified.			
AGE and DISABILITY: Advance equality of opportunity between different groups: Positive (Medium)			
The policy requires travel plans, which set out how public transport and active travel will be enabled in order to create more sustainable travel behaviour, to consider the needs of different demographics to ensure that this behaviour can be supported across all groups. The policy specifically highlights meeting the needs of people with reduced mobility			
4. What measures does or could the policy include to mitigate any adverse effects or disproportionate impacts?			
Not applicable			
5. What measures does or could the policy include to advance equality and foster good relations?			
Ensuring that support for people with reduced mobility can adopt more sustainable travel behaviour will advance equality of opportunity for these groups to engage in active travel and use public transport where this may be possible. This will also advance equality for these groups to feel they are contributing to climate change mitigation.			
6. Which of the following actions will be followed?			
No major change - the Equality Analysis demonstrates that the policy is robust and that the evidence shows no potential for discrimination and that all opportunities to promote equality have been taken.	Adjust the policy to remove barriers or better promote equality.	Continue the policy despite potential for adverse impact or missed opportunities to promote equality.	Stop and remove the policy - if the policy shows actual or potential unlawful discrimination it must be stopped and removed or changed.
Answer	No major change		

Policy NS30: Sustainable Travel and Connectivity**Analysing and addressing impacts**

Further information (where necessary)	

Table 4.51 Analysis of policy NS30: Sustainable Travel and Connectivity

NS31: Walking and Cycling**Policy NS31: Walking and Cycling****Establishing relevance to equality and scoping the analysis**

Stage:	Pre-submission- regulation 19 (October 2022)						
1. Describe how the policy aims relate to equality and who is intended to benefit	Alongside policy NS30, this policy aims to ensure that walking and cycling are dominant choices for trips within the settlement by people capable of active travel. The policy sets out detailed requirements for walking and cycling networks that would remove barriers to active travel and provide safe and convenient routes. The policy is intended to benefit all and lead to travel behavior with fewer negative environmental impacts and greater health benefits. It is recognised that some protected groups, such as older people and people with mobility disabilities, may not be capable of active travel and may benefit little from the policy. It is considered that these people are not negatively impacted by the policy because provisions do not inhibit other modes of travel. It is not considered that the policy is relevant to equality.						
2. Which protected groups and which parts of the equality duty are relevant? (tick) Not applicable							
2a. Protected characteristics:							
Age	Disability	Gender reassignment	Race	Religion	Pregnancy	Sexual orientation	Sex (Gender)
2b. Equality duty: The Equality Act (2010) requires public bodies to have due regard to the need to:							
Eliminate unlawful discrimination, harassment and victimisation		Advance equality of opportunity between different groups			Foster good relations between different groups		
3. Further Information (if necessary):	Submission Update: Following Pre-submission (Reg19) consultation, two minor amendments are proposed to the policy. It is not considered that these changes would alter the outcome of the scoping.						

Table 4.52 Scoping of policy NS31: Walking and Cycling

NS32: Cycle Parking and Storage**Policy NS32: Cycle Parking and Storage****Establishing relevance to equality and scoping the analysis**

Stage:	Pre-submission- regulation 19 (October 2022)
1. Describe how the policy aims relate to equality and who is intended to benefit	Along with policies NS30, this policy aims to support cycling by ensuring that sufficient cycle parking is provided at home, businesses and alongside shops and facilities. The policy is intended to benefit all who are able to cycle. It is recognised that some protected groups, such as very young people, older people and people with mobility disabilities, may not be capable of cycling and may benefit little from the policy. It is considered that these people are not negatively impacted by the policy because provisions do not inhibit other modes of travel. It is not considered that the policy is relevant to equality.

Policy NS32: Cycle Parking and Storage							
Establishing relevance to equality and scoping the analysis							
2. Which protected groups and which parts of the equality duty are relevant? (tick) Not applicable							
2a. Protected characteristics:							
Age	Disability	Gender reassignment	Race	Religion	Pregnancy	Sexual orientation	Sex (Gender)
2b. Equality duty: The Equality Act (2010) requires public bodies to have due regard to the need to:							
Eliminate unlawful discrimination, harassment and victimisation			Advance equality of opportunity between different groups			Foster good relations between different groups	
3. Further Information (if necessary):		Submission Update: Following Pre-submission (Reg19) consultation, no amendments are proposed to this policy.					

Table 4.53 Scoping of policy NS32: Cycle Parking and Storage

NS33: High Quality Public Transport- Rail Infrastructure

Policy NS33: High Quality Public Transport- Rail Infrastructure							
Establishing relevance to equality and scoping the analysis							
Stage:	Pre-submission- regulation 19 (October 2022)						
1. Describe how the policy aims relate to equality and who is intended to benefit	Along with policies NS30 and NS37, this policy aims to ensure delivery of a centralised mobility hub at Cattal railway station. The policy sets out a number of detailed requirements, including that the facility is accessible for all people. Accessibility for wheelchair and mobility scooter users as well as those with pushchairs is specifically required. The policy also identifies level crossing that will be closed to vehicles and in the case of one crossing replaced completely with a step-free over-crossing. The over-arching requirements are intended to benefit all. The accessibility requirements will be particularly beneficial to older people, those with mobility problems and people who have recently given birth, as will the requirement for a step-free replacement at Cattal station.						
2. Which protected groups and which parts of the equality duty are relevant? (tick)							
2a. Protected characteristics:							
Age	Disability	Gender reassignment	Race	Religion	Pregnancy	Sexual orientation	Sex (Gender)
X	X				X		
2b. Equality duty: The Equality Act (2010) requires public bodies to have due regard to the need to:							
Eliminate unlawful discrimination, harassment and victimisation			Advance equality of opportunity between different groups			Foster good relations between different groups	
X			X				
3. Further Information (if necessary):							

Table 4.54 Scoping of policy NS33: High Quality Public Transport- Rail Infrastructure

Policy NS33: High Quality Public Transport- Rail Infrastructure**Analysing and addressing impacts**

Stage:	Pre-submission- regulation 19 (October 2022)		
1. What data/research/consultation do you have to support the analysis?	Census 2011 data; relevant comments submitted at regulation 18 consultation; comments and feedback from targeted stakeholder meetings; equality analysis that informed preparation of similar approaches in the adopted local plan		
Equality duty: The Equality Act (2010) requires public bodies to have 'due regard' to the need to:			
i. Eliminate unlawful discrimination, harassment and victimisation.	ii. Advance equality of opportunity between different groups.	iii. Foster good relations between different groups.	
2. How will the policy affect communities in terms of aims 1 - 3 of the Act? Please indicate positive or negative and low, medium or high for each.			
3. Briefly explain the policy effects identified.			
AGE: Eliminate unlawful discrimination, harassment and victimisation: Positive (Medium) and Advance equality of opportunity between different groups: Positive (Medium) DISABILITY: Eliminate unlawful discrimination, harassment and victimisation: Positive (Medium) and Advance equality of opportunity between different groups: Positive (Medium) PREGNANCY: Eliminate unlawful discrimination, harassment and victimisation: Positive (Medium) and Advance equality of opportunity between different groups: Positive (Medium) The policy will prevent unlawful discrimination of older people, people with mobility disabilities and people who have (or are supporting those who have) recently given birth that may otherwise occur if these groups were prevented access to rail and other mobility services. The policy will also advance equality of opportunity for these groups by ensuring they can realise the benefits that stem from the ability to travel, such as accessing work or other opportunities.			
4. What measures does or could the policy include to mitigate any adverse effects or disproportionate impacts?			
Not applicable			
5. What measures does or could the policy include to advance equality and foster good relations?			
AGE, DISABILITY, PREGNANCY: By ensuring access to rail and other transport services located in the central hub the policy advances equality of opportunity for these groups to enjoy the benefits that stem from the ability to travel by public transport			
6. Which of the following actions will be followed?			
No major change - the Equality Analysis demonstrates that the policy is robust and that the evidence shows no potential for discrimination and that all opportunities to promote equality have been taken.	Adjust the policy to remove barriers or better promote equality.	Continue the policy despite potential for adverse impact or missed opportunities to promote equality.	Stop and remove the policy - if the policy shows actual or potential unlawful discrimination it must be stopped and removed or changed.
Answer	No major change		
Further information (where necessary)	Submission Update: Following Pre-submission (Reg19) consultation, two minor amendments are proposed to the policy. It is not considered that these changes would alter the outcome of the analysis.		

Table 4.55 Analysis of policy NS33: High Quality Public Transport- Rail Infrastructure

NS34: High Quality Public Transport- Bus Provision**Policy NS34: High Quality Public Transport- Bus Provision****Establishing relevance to equality and scoping the analysis**

Stage:	Pre-submission- regulation 19 (October 2022)

Policy NS34: High Quality Public Transport- Bus Provision**Establishing relevance to equality and scoping the analysis**

1. Describe how the policy aims relate to equality and who is intended to benefit	Along with policy NS30, this policy aims to ensure that Maltkiln is served by a high-quality bus network. The policy sets out a number of specific requirements, including connecting to key locations within the settlement and the wider network to access other settlements, and bus stops within 400m of most houses. The policy is intended to benefit all but will be particularly beneficial to those who are less able to walk and cycle and who do not have access to a private car. People less able to walk and cycle would disproportionately include older people and people with mobility disabilities. People without access to a private car would disproportionately include the same groups as well as young people.						
2. Which protected groups and which parts of the equality duty are relevant? (tick)							
2a. Protected characteristics:							
Age	Disability	Gender reassignment	Race	Religion	Pregnancy	Sexual orientation	Sex (Gender)
X	X						
2b. Equality duty: The Equality Act (2010) requires public bodies to have due regard to the need to:							
Eliminate unlawful discrimination, harassment and victimisation		Advance equality of opportunity between different groups			Foster good relations between different groups		
		X					
3. Further Information (if necessary):							

Table 4.56 Scoping of policy NS34: High Quality Public Transport- Bus Provision

Policy NS34: High Quality Public Transport- Bus Provision**Analysing and addressing impacts**

Stage:	Pre-submission- regulation 19 (October 2022)		
1. What data/research/consultation do you have to support the analysis?	Census 2011 data; relevant comments submitted at regulation 18 consultation; comments and feedback from targeted stakeholder meetings; equality analysis that informed preparation of similar approaches in the adopted local plan		
Equality duty: The Equality Act (2010) requires public bodies to have 'due regard' to the need to:			
i. Eliminate unlawful discrimination, harassment and victimisation.	ii. Advance equality of opportunity between different groups.	iii. Foster good relations between different groups.	
2. How will the policy affect communities in terms of aims 1 - 3 of the Act? Please indicate positive or negative and low, medium or high for each.			
3. Briefly explain the policy effects identified.			
AGE: Advance equality of opportunity between different groups: Positive (Medium)			
DISABILITY: Advance equality of opportunity between different groups: Positive+ (Medium)			
The policy will advance the equality of opportunity for older people and people with mobility disabilities who are less able to walk or cycle and who do not have access to a private car to access services, facilities and (where relevant) employment opportunities by providing access to bus provision. By the same means the policy will also advance the equality of opportunity for young people who do not have access to a car to access services, facilities and employment opportunities.			
4. What measures does or could the policy include to mitigate any adverse effects or disproportionate impacts?			
Not applicable			

Policy NS34: High Quality Public Transport- Bus Provision**Analysing and addressing impacts**

5. What measures does or could the policy include to advance equality and foster good relations?			
The policy advances equality by ensuring the groups identified can access services, facilities and (where relevant) employment opportunities.			
6. Which of the following actions will be followed?			
No major change - the Equality Analysis demonstrates that the policy is robust and that the evidence shows no potential for discrimination and that all opportunities to promote equality have been taken.	Adjust the policy to remove barriers or better promote equality.	Continue the policy despite potential for adverse impact or missed opportunities to promote equality.	Stop and remove the policy - if the policy shows actual or potential unlawful discrimination it must be stopped and removed or changed.
Answer	No major change		
Further information (where necessary)	Submission Update: Following Pre-submission (Reg19) consultation, no amendments are proposed to this policy.		

Table 4.57 Analysis of policy NS34: High Quality Public Transport- Bus Provision

NS35: Street Hierarchy**Policy NS35: Street Hierarchy****Establishing relevance to equality and scoping the analysis**

Stage:	Pre-submission- regulation 19 (October 2022)						
1. Describe how the policy aims relate to equality and who is intended to benefit	This policy aims to ensure that street design is optimised to encourage and enable sustainable travel choices through a street hierarchy that ensures streets designs serve specific purposes. The policy is intended to benefit all. It is not considered that the policy has relevance to equality.						
2. Which protected groups and which parts of the equality duty are relevant? (tick) Not applicable							
2a. Protected characteristics:							
Age	Disability	Gender reassignment	Race	Religion	Pregnancy	Sexual orientation	Sex (Gender)
2b. Equality duty: The Equality Act (2010) requires public bodies to have due regard to the need to:							
Eliminate unlawful discrimination, harassment and victimisation		Advance equality of opportunity between different groups			Foster good relations between different groups		
3. Further Information (if necessary):	Submission Update: Following Pre-submission (Reg19) consultation, no amendments are proposed to this policy.						

Table 4.58 Scoping of policy NS35: Street Hierarchy

NS36: Highway Mitigation and Improvements**Policy NS36: Highway Mitigation and Improvements****Establishing relevance to equality and scoping the analysis**

Stage:	Pre-submission- regulation 19 (October 2022)

Policy NS36: Highway Mitigation and Improvements							
Establishing relevance to equality and scoping the analysis							
1. Describe how the policy aims relate to equality and who is intended to benefit		This policy aims to ensure that the development of the new settlement does not lead to unacceptable impacts on the highway network. The policy sets out a number of specific requirements including improvements to existing junctions, a new link route and vehicular bridge over the rail line and the retention of undeveloped land to facilitate potential dualing of the A59 in future. The policy is intended to benefit all. It is not considered that the policy has relevance to equality.					
2. Which protected groups and which parts of the equality duty are relevant? (tick) Not applicable							
2a. Protected characteristics:							
Age	Disability	Gender reassignment	Race	Religion	Pregnancy	Sexual orientation	Sex (Gender)
2b. Equality duty: The Equality Act (2010) requires public bodies to have due regard to the need to:							
Eliminate unlawful discrimination, harassment and victimisation		Advance equality of opportunity between different groups			Foster good relations between different groups		
3. Further Information (if necessary):		Submission Update: Following Pre-submission (Reg19) consultation, no amendments are proposed to this policy.					

Table 4.59 Scoping of policy NS36: Highway Mitigation and Improvements

NS37: Minimising Car Use

Policy NS37: Minimising Car Use							
Establishing relevance to equality and scoping the analysis							
Stage:		Pre-submission- regulation 19 (October 2022)					
1. Describe how the policy aims relate to equality and who is intended to benefit		The DPD includes provisions intended to reduce car use through the location of development and provision of alternative modes. To complement these this policy seeks to reduce car use with reference to a vehicle trip budget that sets maximum levels. It is not considered that this has relevance to equality. The policy, along with policy NS5, also sets an approach to reduce levels of residential car parking provision, although this is responsive to levels of use in order to reduce the potential for parking littering. The approach identifies a target of 1 space or less per dwelling to be achieved over time where it can be demonstrated greater levels are not required. This requires most spaces to be unallocated. The approach is intended to benefit all, including through improved air quality, particularly in the early years when some car trips will still rely on internal combustion engines. This impact will be particularly beneficial to people with respiratory disabilities. However it is recognised that restricting parking provision could negatively affect those who rely on private car travel due to mobility disabilities and this may include some older people as the prevalence of disability increases with age. The policy also requires parking to the north of Cattal station. Whilst beneficial to all this will particularly benefit residents, including those from nearby settlements, with mobility disabilities who rely on a private car to access rail services. Finally the policy requires a car club and shared mobility schemes, it is not considered that these are relevant to equality; as well as a central mobility hub, this is investigated as part of considering policy NS33.					
2. Which protected groups and which parts of the equality duty are relevant? (tick)							
2a. Protected characteristics:							
Age	Disability	Gender reassignment	Race	Religion	Pregnancy	Sexual orientation	Sex (Gender)
X	X						
2b. Equality duty: The Equality Act (2010) requires public bodies to have due regard to the need to:							

Policy NS37: Minimising Car Use**Establishing relevance to equality and scoping the analysis**

Eliminate unlawful discrimination, harassment and victimisation	Advance equality of opportunity between different groups	Foster good relations between different groups
X	X	
3. Further Information (if necessary):		

Table 4.60 Scoping of policy NS37: Minimising Car Use

Policy NS37: Minimising Car Use**Analysing and addressing impacts**

Stage:	Pre-submission- regulation 19 (October 2022)		
1. What data/research/consultation do you have to support the analysis?	Census 2011 data; relevant comments submitted at regulation 18 consultation; comments and feedback from targeted stakeholder meetings; equality analysis that informed preparation of similar approaches in the adopted local plan		
Equality duty: The Equality Act (2010) requires public bodies to have 'due regard' to the need to:			
i. Eliminate unlawful discrimination, harassment and victimisation.	ii. Advance equality of opportunity between different groups.	iii. Foster good relations between different groups.	
2. How will the policy affect communities in terms of aims 1 - 3 of the Act? Please indicate positive or negative and low, medium or high for each.			
3. Briefly explain the policy effects identified.			
AGE: Advance equality of opportunity between different groups: Positive (Low) and Eliminate unlawful discrimination, harassment and victimisation: Positive (Medium)			
DISABILITY: Advance equality of opportunity between different groups: Positive (Low) and Eliminate unlawful discrimination, harassment and victimisation: Positive (Medium)			
The policy will help to reduce levels of air pollution, particularly in the early years of Maltkiln when some car trips will still rely on polluting internal combustion engines. This will particularly benefit people with respiratory disabilities, which may disproportionately include older people as the prevalence of disability increases with age. The policy will help to secure access to rail services for those who rely on a private car to access a station by ensuring car parking at Cattal station. This will particularly benefit people with mobility disabilities, which may disproportionately include older people as the prevalence of disability increases with age. An inability for these groups to access rail travel could be considered discriminatory.			
4. What measures does or could the policy include to mitigate any adverse effects or disproportionate impacts?			
It is recognised that restricting residential parking and promoting unallocated off-plot parking has potential to negatively affect those who rely on private car travel due to mobility disabilities, which may disproportionately include older people. Without action this could reduce the ability of these groups to play a full role in society and therefore work against advancing equality of opportunity. However it is noted that these impacts would not occur if on-plot parking exists and it is noted that on-plot parking is not prohibited by the policy. To mitigate impacts where on-plot parking is not provided the policy justification sets out that off-plot parking should be near to the homes it serves and that this is particularly important for homes designed for wheelchair users. It also promotes the use of 'disabled-only' restrictions on parking intended for these homes and requires that management arrangements of parking allow users to secure 'disabled-only' restrictions where their needs change and/or require such provision.			
5. What measures does or could the policy include to advance equality and foster good relations?			
The policy advances equality of opportunity for people with respiratory disabilities, which may disproportionately include older people, by reducing the incidence of days when people with severe respiratory problems suffer difficulties if they go outdoors ensuring that these groups can play a full role in society and access services, facilities and (where relevant) employment opportunities.			
6. Which of the following actions will be followed?			
No major change - the Equality Analysis demonstrates that the policy is robust and that the evidence shows no potential for	Adjust the policy to remove barriers or better promote equality.	Continue the policy despite potential for adverse impact or missed opportunities to promote equality.	Stop and remove the policy - if the policy shows actual or potential unlawful discrimination it must be stopped and removed or changed.

Policy NS37: Minimising Car Use			
Analysing and addressing impacts			
discrimination and that all opportunities to promote equality have been taken.			
Answer	No major change It is noted that both positive and negative potential impacts have been identified. However, it is considered that the measures included in response to the negative impacts will provide satisfactory mitigation so that the overall impacts will be positive, as set out above..		
Further information (where necessary)	Submission Update: Following Pre-submission (Reg19) consultation it is proposed to amend the policy to clarify the approach to residential parking provision, in particular where there is evidence that the targeted level of provision would be inadequate. It is not considered that this change would alter the analysis above. In addition, in part as a result of a comment on the equality analysis report, it is also proposed to amend the policy by moving the mitigation measures identified above from the justification text to the policy in order to give these issues greater weight in the decision-making process. It is considered that the existing analysis already sufficiently recognises these measures. Finally a further mitigation requiring off-plot parking to provide sufficient space to allow easy access to the sides and rear of vehicles is also proposed to be added to policy. While this would be of benefit to people with mobility problems not significant enough to warrant disability provision, it is not considered that this change would alter the analysis above.		

Table 4.61 Analysis of policy NS37: Minimising Car Use

Conclusion

- 4.80** The scoping of draft policies in the access and movement chapter has identified that the following policies have relevance to equality:
- NS30: Sustainable Travel and Connectivity;
 - NS33: High Quality Public Transport- Rail Infrastructure;
 - NS34: High Quality Public Transport- Bus Provision;
 - NS37: Minimising Car Use.
- 4.81** Where scoping has identified that a policy has relevance to equality an analysis has taken place to understand the likely impacts on protected groups of implementing the policy. Where scoping has identified that a policy is not relevant to equality no further analysis has taken place.
- 4.82** The analysis of relevant policies has considered how the likely impacts relate to the requirements of the public sector equality duty, whether these impacts are positive or negative and whether the impact would be high, medium or low. The duty requires that the council gives due regard to the need to:
1. Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
 2. Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 3. Foster good relations between persons who share a relevant protected characteristic and persons who do not share it
- 4.83** The analysis has informed consideration of whether the policy should be included in the DPD in its current form, amended to better reflect equality legislation and the public sector duty or removed from the DPD.

- 4.84** A summary of the likely effects of draft policies in the access and movement chapter is shown below. The table identifies the policies with likely effects on equalities and how the effects of each policy relate to protected characteristics and the requirements of the public sector equality duty.

	Eliminate unlawful discrimination, harassment and victimisation.			Advance equality of opportunity between different groups.			Foster good relations between different groups.		
	Positive			Positive			Positive		
	High	Medium	Low	High	Medium	Low	High	Medium	Low
Age		NS33; NS37			NS30; NS33; NS34	NS37			
Disability		NS33; NS37			NS30; NS33; NS34	NS37			
Gender reassignment									
Race									
Religion/belief									
Pregnancy and maternity		NS33			NS33				
Sexual orientation									
Sex (gender)									

Table 4.62 Likely effects of policies in the access and movement chapter

- 4.85** The analysis has identified that four of the eight policies in the access and movement chapter are relevant to equality and have positive effects.
- 4.86** The analysis suggests that all four policies will have positive effects connected to age and disability. The benefits include reduced incidents of air pollution, access to shops and services for those with reduced ability to walk or cycle and who do not have access to a private car, access to the rail network, and travel plans that include information tailored to the needs of different demographic groups.
- 4.87** However, alongside reducing air pollution, the analysis identifies that policy NS37: Minimising Car Use has the potential for negative impacts on people with mobility disabilities who rely on use of a private car. In response the DPD acknowledges this issue with the policy requiring proposals to include specific measures to reduce the likelihood of this negative effect being realised.
- 4.88** The analysis also identifies benefits for those who are pregnant or have recently given birth, through the requirement for various step-free accesses.
- 4.89** Each of the policies has effects concerned with advancing the equality of opportunity, although the pregnancy and maternity benefits only arise from policy NS33. In most cases the scale of these benefits is considered to be medium.
- 4.90** Importantly the analysis identifies that policies NS33 and NS37 will help to eliminate unlawful discrimination by ensuring access to rail services for older people, people with disabilities and people who are pregnant or have recently given birth, including through the provision of car parking at the station. The scale of these effects is considered to be medium.

Infrastructure and Delivery

- 4.91** This section details the results of the equality analysis of the draft policy in the infrastructure and delivery chapter of the DPD:

- NS38: Infrastructure and delivery;

- 4.92** The likely relevance of the policy to equality issues has been identified through a scoping exercise.
- 4.93** Where scoping suggests a policy is relevant to equality issues the protected group (or groups) and the part (or parts) of the equality duty that are likely to be impacted by the policy are identified.
- 4.94** The potential impacts of the policy on people with protected characteristics are then analysed and, where necessary, the analysis further influences the development of the policy to better promote equality.
- 4.95** Where scoping suggests a policy is not relevant to equality issues further analysis does not take place.
- 4.96** The results of the scoping and, if relevant, analysis of this policy is set out below

NS38: Infrastructure and Delivery

Policy NS38 Infrastructure and Delivery							
Establishing relevance to equality and scoping the analysis							
Stage:	Submission. The inclusion of this policy is a proposed modification following Regulation 19 consultation						
1. Describe how the policy aims relate to equality and who is intended to benefit	This policy aims to ensure that Maltkiln is developed with a comprehensive approach to common infrastructure in order that infrastructure is delivered in a coordinated and timely manner. As the policy is concerned with all types of infrastructure necessary to meet the needs of those living working or spending time at Maltkiln, it is intended to benefit all. While specific types of infrastructure are likely to be more beneficial to people with particular protected characteristics, the wide range of infrastructure covered by the policy makes analysis of effects on particular groups challenging. On the basis that, where necessary, the requirements for specific infrastructure are set out in other DPD policies, which are scoped and, where relevant, analysed individually, it is considered that this policy should not be analysed further.						
2. Which protected groups and which parts of the equality duty are relevant? (tick) Not applicable							
2a. Protected characteristics:							
Age	Disability	Gender reassignment	Race	Religion	Pregnancy	Sexual orientation	Sex (Gender)
2b. Equality duty: The Equality Act (2010) requires public bodies to have due regard to the need to:							
Eliminate unlawful discrimination, harassment and victimisation		Advance equality of opportunity between different groups			Foster good relations between different groups		
3. Further Information (if necessary):							

Table 4.63 Scoping of policy NS38: Infrastructure and Delivery

Conclusion

- 4.97** The scoping of the draft policy in the infrastructure and delivery chapter has identified that the single policy in this chapter is not relevant to equality.

- 4.98** Where scoping identifies that a policy has relevance to equality an analysis takes place to understand the likely impacts on protected groups of implementing the policy. Where scoping identifies that a policy is not relevant to equality no further analysis takes place.

5 Conclusion

- 5.1** Equality analysis has taken place alongside the development of the New Settlement (Maltkiln) DPD to understand the potential effects of emerging policies on people with protected characteristics and to use this information to seek to eliminate negative effects and maximise positive effects.
- 5.2** The DPD policies have been scoped for relevance to equality and the likely effects of policies with relevance to equalities have been analysed. The results of the scoping and analysis work, as relevant for each policy, are set out in section four. The section also contains summaries of how the policies in each chapter of the DPD will affect people with protected characteristics.
- 5.3** A summary of the likely effects of all draft policies with relevance to equalities is shown below. The table identifies how the effects of each policy relate to protected characteristics and the requirements of the public sector equality duty.
- 5.4** The results indicate that none of the policies have an overall negative effect and many policies have positive effects for individuals and groups with protected characteristics, with the greatest number relating to the characteristics of age and disability.
- 5.5** Most importantly the analysis shows that the DPD will help to eliminate discrimination due to age, disability and pregnancy and maternity. It also shows that, through a large number of policies, the DPD will advance the equality of opportunity in relation to most protected characteristics. To a lesser degree the DPD will also help to foster good relations between groups.

	Eliminate unlawful discrimination, harassment and victimisation.			Advance equality of opportunity between different groups.			Foster good relations between different groups.		
	Positive			Positive			Positive		
	High	Medium	Low	High	Medium	Low	High	Medium	Low
Age	NS6	NS33; NS37		NS6; NS23; NS24; NS28	NS5; NS2; NS9; NS22; NS26; NS27; NS29; NS30; NS33; NS34	NS2; NS7; NS11; NS37			NS22; NS23; NS26
Disability	NS6	NS33; NS37	NS28	NS6; NS22; NS23; NS24; NS28	NS5; NS2; NS9; NS26; NS30; NS33; NS34	NS2; NS7; NS11; NS37		NS28	NS22; NS23; NS26
Gender reassignment				NS6					NS26
Race				NS6					NS26
Religion/belief				NS6					NS26
Pregnancy and maternity		NS33			NS29; NS33				NS26
Sexual orientation									NS26
Sex (gender)									NS26

Table 5.1 Likely effects of DPD policies

- 5.6** As discussed above, the equality analysis of the New Settlement (Maltkiln) DPD indicates that the plan will not lead to discrimination, harassment or victimisation but will help to eliminate such conduct. Implementation of the DPD will also advance the equality of opportunity for individuals and groups with protected characteristics and help to foster good relations between groups.
- 5.7** It is considered that all reasonable and proportionate steps have been taken to maximise the positive equality benefits that will be realised through delivery of the DPD and, as such, the public sector equality duty has been met.

Initial equality impact assessment screening form This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.			
Directorate		Community	
Service area		Place Shaping and Growth	
Proposal being screened		Maltkiln New Settlement – Adoption of the New Settlement (Maltkiln) Development Plan Document	
Officer(s) carrying out screening		Kate Exley, Planning Policy and Place Officer	
What are you proposing to do?		To adopt the Maltkiln Development Plan Document (DPD) which has been progressed to guide development of a new settlement in the Hammerton/Cattal area.	
Why are you proposing this? What are the desired outcomes?		Adoption of the DPD will allow the Council to implement the adopted Harrogate District Local Plan 2014-2035. It will also allow the Council to give full weight to the policies and proposals within the DPD, and therefore enable the Council to continue to lead, guide and manage the long-term development of Maltkiln.	
Does the proposal involve a significant commitment or removal of resources? Please give details.		Adopting the DPD does not involve a significant commitment or removal of resources.	
Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics As part of this assessment, please consider the following questions: - To what extent is this service used by particular groups of people with protected characteristics? - Does the proposal relate to functions that previous consultation has identified as important? - Do different groups have different needs or experiences in the area the proposal relates to? If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your directorate representative for advice if you are in any doubt.			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		✓	
Disability		✓	
Sex		✓	
Race		✓	
Sexual orientation		✓	
Gender reassignment		✓	
Religion or belief		✓	
Pregnancy or maternity		✓	
Marriage or civil partnership		✓	
People in rural areas		✓	
People on a low income		✓	
Carer (unpaid family or friend)		✓	
Are from the Armed Forces Community		✓	
Does the proposal relate to an area where there are known inequalities/probable impacts (for example, disabled people's access to public transport)? Please give details.	No		

Will the proposal have a significant effect on how other organisations operate? (for example, partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	No			
Decision (Please tick one option)	EIA not relevant or proportionate:	☒	Continue to full EIA:	
Reason for decision	Equality analysis has taken place alongside the development of the New Settlement DPD to understand the potential effects of emerging policies on people with protected characteristics and to use this information to seek to eliminate negative effects and maximise positive effects. The analysis concludes that none of the policies have an overall negative effect and indeed many policies have positive effects for individuals and groups with protected characteristics, with the greatest number relating to the characteristics of age and disability. It also shows that, through a large number of policies, the DPD will advance the equality of opportunity in relation to most protected characteristics. To a lesser degree the DPD will also help to foster good relations between groups. It is therefore considered that all reasonable and proportionate steps have been taken to maximise the positive equality benefits that will be realised through delivery of the DPD and that the plan will not lead to discrimination, harassment or victimisation but will help to eliminate such conduct. Implementation of the DPD will also advance the equality of opportunity for individuals and groups with protected characteristics and help to foster good relations between groups. It should also be noted that due regard to the aims expressed in S149(1) of the Equality Act 2010 was had during the Examination in Public and has influenced the Inspector's findings as detailed in his report.			
Signed (Assistant Director or equivalent)	Kathryn Daly (Assistant Director Place Shaping and Growth)			
Date	18 th August 2025			

Initial Climate Change Impact Assessment (Form created August 2021)

The intention of this document is to help the council to gain an initial understanding of the impact of a project or decision on the environment. This document should be completed in consultation with the supporting guidance. Dependent on this initial assessment you may need to go on to complete a full Climate Change Impact Assessment. The final document will be published as part of the decision-making process.

If you have any additional queries, which are not covered by the guidance please email climatechange@northyorks.gov.uk

Title of proposal	MALTKILN NEW SETTLEMENT – Adoption of the New Settlement (Maltkiln) Development Plan Document
Brief description of proposal	To adopt the Maltkiln Development Plan Document (DPD) which has been progressed to guide development of a new settlement in the Hammerton/Cattal area. Adoption of the DPD will allow the Council to implement the adopted Harrogate District Local Plan 2014-2035. It will also allow the Council to give full weight to the policies and proposals within the DPD, and therefore assist the Council to drive development of the new settlement in a comprehensive manner, ensuring that appropriate infrastructure is provided and that the vision for a zero-carbon settlement is realised.
Directorate	Community
Service area	Place Shaping and Growth
Lead officer	Tracey Rathmell, Head of Infrastructure and Delivery
Names and roles of other people involved in carrying out the impact assessment	Kate Exley, Planning Policy and Place Officer

The chart below contains the main environmental factors to consider in your initial assessment – choose the appropriate option from the drop-down list for each one.

Remember to think about the following;

- Travel
- Construction
- Data storage
- Use of buildings
- Change of land use
- Opportunities for recycling and reuse

Environmental factor to consider	For the council	For the county	Overall
Greenhouse gas emissions	No effect on emissions	No Effect on emissions	No effect on emissions
Waste	No effect on waste	No effect on waste	No effect on waste
Water use	No effect on water usage	No effect on water usage	No effect on water usage
Pollution (air, land, water, noise, light)	No effect on pollution	No effect on pollution	No effect on pollution
Resilience to adverse weather/climate events (flooding, drought etc)	No effect on resilience	No effect on resilience	No effect on resilience
Ecological effects (biodiversity, loss of habitat etc)	No effect on ecology	No effect on ecology	No effect on ecology
Heritage and landscape	No effect on heritage and landscape	No effect on heritage and landscape	No effect on heritage and landscape

If any of these factors are likely to result in a negative or positive environmental impact then a full climate change impact assessment will be required. It is important that we capture information about both positive and negative impacts to aid the council in calculating its carbon footprint and environmental impact.

Decision (Please tick one option)	Full CCIA not relevant or proportionate:	X	Continue to full CCIA:	
Reason for decision	Full CCIA is not intended to replicate more detailed statutory environmental assessments. Section 19(1A) of the Planning and Compulsory Purchase Act 2004 requires local planning authorities to include in their Local Plans “policies designed to secure that the development and use of land in the local planning authority’s area contribute to the mitigation of, and adaptation to, climate change” and therefore impacts on the environment and climate change have been considered in great detail as part of the development plan process and examination in public (EIP). Sustainability Appraisal (SA), Strategic Environmental Assessment (SEA) and Habitat Regulations Assessment (HRA) has all informed development of the DPD. These assessments consider a range of environmental impacts and the DPD and its policies have been drafted and refined alongside these assessments to minimise and mitigate any impacts identified. Both the DPD and accompanying environmental assessments have been scrutinized through an examination in public and an Inspector has found the DPD to be sound (subject to modifications) concludes that the DPD, taken as a whole, includes policies designed to secure that the development and use of land in the area contribute to the mitigation of, and adaptation to, climate change. The environmental impacts of the DPD are more nuanced than can be explained in the table above and therefore all fields have been left as neutral. Impacts on			

	ecology, landscape and historic environment are detailed within the relevant assessments which are appended to the report and can be found on the Council's website New Settlement (Maltkiln) Development Plan Document North Yorkshire Council. However it should be noted that the DPD has been developed with climate change mitigation and resilience at the forefront and a Climate Change Strategy was commissioned to inform the priorities and policies in the DPD. This identified four priority areas for action: • Net zero carbon movement and active travel; • Net zero carbon energy supply and use; • Inclusive flexible living and working; • Climate resilience. Taken together the climate change policies in the DPD seek to ensure that each of the four climate change priorities are secured. It is important to note that the policies in the DPD require more ambitious action than the adopted Local Plan. Therefore, the recommendation to adopt the DPD will have a positive effect on the Council's climate change aspirations by ensuring that development is carbon net zero across all phases.
Signed (Assistant Director or equivalent)	Kathryn Daly (Assistant Director Place Shaping and Growth)
Date	18th August 2025



HOUSE OF COMMONS
LONDON SW1A 0AA

Selby & Ainsty Area Constituency Committee

North Yorkshire Council

*Appleton Roebuck & Church Fenton, Ouseburn,
Spofforth with Lower Wharfedale & Tockwith and Tadcaster divisions.*

Dear colleagues,

Re: Wetherby & Easingwold MP Update – 18 September 2025

I hope everyone has had an enjoyable summer.

Over the last few months, I've had the privilege to attend a variety of village fetes, galas and agricultural shows across the area and know I speak for us all when I put on record my thanks to the many volunteers who commit many weeks of organising.

This seems like an opportune moment to segway into a political issue that is putting much pressure on our rural way of life: land use. Since the Labour government introduced its centrally imposed housing targets last year, it feels as though the flood gates have opened for volume house builders in our part of North Yorkshire. Together with changes to the way in which green belt land is defined in the National Planning Policy Framework – and the encouragement of councils to undertake Green Belt reviews to release more land for development – the character of our villages and the infrastructure that supports them is at risk of changing irreversibly.

Together with fellow Conservative MPs across North Yorkshire, we're lobbying the Deputy Prime Minister to review the housing target she has allocated to North Yorkshire and to reinstate the grace period promised by the previous government to allow us to bring together all former emerging and adopted Local Plans into one new North Yorkshire Local Plan. At a minimum, this would allow the council space and time to allocate land for development in a measured way, rather than rushing to do so whilst facing defeat in multiple speculative planning appeals on green belt and rural land across the county.

Linked to this, HM Opposition is increasing pressure on the government to use the forthcoming budget to relieve pressure on our local farmers. Following the vindictive removal of Agricultural Property Relief (APR) in the budget of autumn last year, nearly 6,500 family farms have shut up shop completely, citing new inheritance tax rules as causation. Without our farmers, our national food security is weakened and our countryside at risk. If farmers can no longer afford to grow food and face selling their land to pay Labour's new death taxes, what is the future of land use in our communities? The volume house builders have their answer, but is this the future our constituents want for their villages?

*Yours ever,
Alec*

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North Yorkshire Council

Selby & Ainsty Area Committee

18 September 2025

Briefing paper – Selby Community Centres (former sheltered housing communal spaces)

Report of the Corporate Director - Community Development

1.0 PURPOSE OF THE BRIEFING PAPER

- 1.1 To set out the challenges facing North Yorkshire Council's landlord service with respect to the 10 former sheltered housing community spaces in the Selby locality.
- 1.2 To share with the members of the Selby & Ainsty Area Committee some options presented to the Executive Member for Culture, Leisure and Housing in response to these challenges.
- 1.3 To note that approval was given by the Executive Member of Culture, Leisure and Housing to assess these options on a centre-by-centre basis, with the overarching aim of alleviating the financial burden on the Housing Revenue Account.

2.0 SUMMARY

- 2.1 Following local government re-organisation in 2023 (LGR), North Yorkshire Councils (NYC) landlord service was established to manage the council's rented portfolio together with other properties and buildings which sit in the separate housing revenue account (HRA). This portfolio of properties includes specialist accommodation for elderly persons (sheltered housing) as well as other communal buildings (community centres), of which the majority are located in the former Selby district.
- 2.2 In 2024, the landlord service embarked on a strategic review of its sheltered housing provision as it looked to move towards a single model of operation (it currently has 3 distinct models). During the course of this review, it has identified a specific challenge with regards to the 10 communal properties it has inherited in the Selby area, and which are referred to as community centres locally.
- 2.3 The briefing paper seeks to set out these challenges in more detail.

3.0 BACKGROUND

- 3.1 Sheltered housing schemes for older or more vulnerable tenants can take various forms. Some consist of a single large building with individual flats or bedsits and shared communal spaces, while others feature clusters of bungalows centred around a communal facility.
- 3.2 Historically, communal spaces primarily housed essential equipment such as washing machines and laundry facilities or served as larger kitchen and dining areas for social gatherings and events. These activities were traditionally organised and facilitated by a resident warden

- 3.3 Starting in the 1980s, shifts in demand and funding structures led housing providers to initiate the decommissioning of sheltered housing schemes, especially those consisting of bungalow clusters. Simultaneously, they took the opportunity to transition away from the traditional operating model, which required staff providing services—resident wardens—to live on-site.
- 3.4 The decommissioning process often posed an additional challenge in determining the best use for communal spaces and staff accommodation that were no longer needed. In most cases, providers chose to repurpose these areas by converting them into additional rental units where feasible—an approach also taken by the former Harrogate Council.
- 3.5 As noted above, in the case of Harrogate, they followed the approach taken by the majority of housing providers by remodelling any redundant communal spaces and staff accommodation to provide extra accommodation in all but two cases (the spaces at Station View in Harrogate and Charlton Drive in Knaresborough).
- 3.6 These two communal spaces remain available for use by the tenants and for which they are required to pay a weekly service charge of £2.95. This charge covers their upkeep in terms of management costs, booking facilities, cleaning and utilities rather than any provision for property compliance and maintenance.
- 3.7 Selby on other hand opted to retain all of these communal spaces for use as 'community centres' and to allow former residential staff to remain in the properties where appropriate as general needs tenants. As is the norm in Selby, tenants do not pay a service charge for their upkeep which instead is borne by the HRA budget.
- 3.8 Richmondshire opted to largely leave things as they were. As such, this means that the landlord service inherited two such cluster schemes with both resident wardens and shared communal spaces (St Cuthberts Green in Barton and at St Edmonds Close in Brompton). These will need to be addressed as part of the harmonisation of the sheltered housing service.
- 3.9 Recognising that these 10 centres were mostly underused, expensive to operate and required significant investment, the former Selby Council twice undertook a detailed options appraisal on their future use, initially in 2009 and again in 2020 (this second report is set out at annex A).
- 3.10 Ultimately the issues identified in this Area Committee briefing paper are not new. What is different this time around is that following the creation of NYC, we now have a single HRA budget so we can no longer just look at this challenge purely through a Selby lens.

4.0 SELBY COMMUNITY CENTRES (FORMER SHELTERED HOUSING COMMUNAL SPACES)

4.1 Location

The 10 centres are spread out across the former Selby district.

- Anne Sharpe Centre, St Edwards Close, Byram, WF11 9NT.
- Calcaria House, Windmill Rise, Tadcaster, LS24 9HR
- Coultish Centre, Charles Street, Selby, YO8 4DA.
- Cunliffe Centre, Petre Avenue, Selby YO8 8DJ
- Grove House, Grove Crescent, South Milford, LS25 5AZ
- Harold Mills House, North Crescent, Sherburn-in-Elmet, LS25 6DD
- Kelcbar, Kelcbar Close, Tadcaster, LS24 9NX
- Lady Popplewell Centre, Beechwood Close, Sherburn-in-Elmet, LS25 6HU
- Rosemary House, Rosemary Court, Tadcaster, LS24 8HR

- Westfield Court Centre, Westfield Court, Eggborough, DN14 0TT

4.2 Using the most recent Selby Executive report from October 2020 as the starting point for this briefing paper, it is evident that the issues identified in that report have not improved and that due to other factors (mainly the pandemic and LGR) they have in fact deteriorated further still.

4.3 Condition and safety

The buildings themselves are in a relatively poor state of repair due to a lack of investment. Consequently, and as a part of this review, comprehensive stock condition surveys were requested. The results indicate that all 10 centres require substantial and immediate investment totalling some £421,000 which ranges from £16,000 in the case of Grove House, South Milford to upwards of £70,000 in the case of Rosemary House, Tadcaster.

Basic compliance health & safety requirements such as undertaking Fire Risk Assessments had not been completed to a satisfactory standard nor were other requirements such as PAT testing carried out as a matter of routine. These omissions have since been quickly rectified by colleagues in Housing Standards.

4.4 Usage

Aside from the Anne Sharpe centre in the village of Byram, and which is leased by the Health Care First Partnership to operate a GP surgery, the buildings continue to be largely underused. At one extreme, the centre at Westfield Court in Eggborough is barely used at all with just a weekly 2-hour bingo session. However, in truth, all the centres are unused for the majority of the time that they otherwise could be.

4.5 Revenue costs

The revenue spend incurred in the financial year 2023/24 amounted to £341,000 however, as was the case with the 2020 report, it has not proven possible due to historic budget structures to detail the revenue or running costs on centre-by-centre basis. This means that the average of £35,000 per annum is likely to be an under-estimate in some cases and an over-estimate in others.

4.6 Income generation towards the running costs remains incredibly low at just over £10,000 for the last financial year. The bulk of this sum is likely to be attributable to the arrangements in place at the Anne Sharpe centre in Byram. With respect to Byram, the current lease agreement in place with the Health Care First Partnership there generates an income of £5,900 per annum (it should be noted that the lease actually expired in 2014, so it is currently being re-negotiated with the support of colleagues in Property Services).

5.0 **MANAGEMENT COMMITTEES**

5.1 As outlined in the Selby Executive report, each centre is ideally expected to have a Management Committee in place, operating within the framework of a model constitution to oversee and promote activities within the building.

5.2 Whilst these premises can be hired by third parties at a rate of £13.30 per hour, each Management Committee is also granted up to 12 free sessions per week.

- 5.3 Unfortunately, these governance arrangements were found to be lacking, resulting in considerable uncertainty over who held ultimate responsibility for managing the use of the centres. This, in turn, led to inadequate oversight of the health and safety tasks essential for operating these premises. However, as previously noted, these issues have now been addressed.
- 5.4 A cross-directorate steering group between Housing and Localities was established in September 2024 in response to some safety concerns which had become apparent at one of the centres as well as several other related issues.
- 5.5 With the support of these colleagues in the Localities Team, the Tenant Involvement team has undertaken some soft engagement with the remaining management committees which had been set up by Selby to help run the centres.
- 5.6 Depending on the outcome of any discussions arising from this briefing paper, the same steering group will then be tasked with carrying out more in-depth conversations with these committees as well as other tenants and interested stakeholders

6.0 ALTERNATIVE OPTIONS PRESENTED TO THE EXECUTIVE MEMBER FOR CULTURE, LEISURE AND HOUSING

Remodel

- 6.1 As highlighted in the 2020 report, each of these buildings has a distinct design, presenting both unique challenges and opportunities. In preparation for this briefing paper, the consultants (ARK), who are assisting the team with its strategic review of sheltered housing, were tasked with assessing the majority of the buildings to explore potential options for their alternative use.
- 6.2 As part of the brief, the consultants were asked to explore whether the buildings could be redesigned to provide additional specialist accommodation that aligns with their surroundings, given their proximity to properties designed for the elderly. Consequently, replacing them with family housing may not be the most suitable solution in this context.
- 6.3 The proposed designs could potentially support the creation of more than **22** new properties. Some of these would address the challenges of assisting customers with complex needs, particularly those requiring larger bungalows.
- 6.4 It should be noted that ARK were not requested to review the following centres.
- 6.4.1 **The Cunliffe Centre, Selby.** This centre was in the process of being transferred from the HRA to the general fund to provide an alternative home for the Beech Tree PCN who in turn needed to move out of The Summit, which is another building owned by NYC in Selby. Although the original proposal has since broken down and is now unlikely to proceed, the building remains of strategic interest to Selby Town Council and has been included in their double devolution bid.
- 6.4.2 **The Anne Sharpe Centre, Byram.** The PCN previously advised that they wish to remain there and as we have not renewed the lease since 2004 and legally, we would not be able to decline this request. We currently remain in discussions to renew their lease and hope to achieve a positive outcome.
- 6.4.3 **The Coultish Centre, Selby.** This building is relatively well used in comparison to the other centres and has an active programme of events. Like the Cunliffe Centre, it has also been identified by Selby Town Council as a building that it wishes to acquire through its double devolution bid.

- 6.4.4 ***Kelcbar, Tadcaster.** While ARK considered this as part of their review, additional legal challenges remain for this centre, as leaseholders on the Kelcbar Close estate contribute a service charge towards its upkeep. Any proposed changes would require their consent.

Retain

- 6.5 If we were to retain the majority of these centres, considerable effort would be required to identify new groups and incentivise individuals to utilise them. Given their long-standing lack of desirability and previous unsuccessful attempts at this approach, we must acknowledge the probability of another failure.
- 6.6 Additionally, the HRA would need to invest considerable resources to restore the buildings to a suitable condition during this period.
- 6.7 If we were to retain a number of these centres, we would need to consider introducing a service charge for tenants, like the existing approach taken in Harrogate. However, given the low usage—primarily by non-tenants—this could be perceived as unfair and may face resistance.
- 6.8 An alternative approach would be to discontinue the service charge in Harrogate, acknowledging that the HRA would absorb the resulting negligible loss of income.

Transfer to the general fund

- 6.9 One possible approach would be to transfer many of the centres from the HRA to the general fund at either minimal or no cost. This would enable other directorates to explore alternative uses or engage commercial partners, effectively relieving the housing management team of this challenge.
- 6.10 This approach may present other challenges, as it could be perceived that the HRA and its tenants are being disadvantaged. Careful management would be required to address these concerns effectively.
- 6.11 Similarly, given the current funding climate, the general fund may be reluctant to assume this liability.

Mothball / Demolish

- 6.12 At the other end of the spectrum, if none of the other options are preferred, short-term mothballing of the centres should be considered to mitigate the costs of continued use and eventual demolition.

7.0 IMPACT ON OTHER SERVICES/ORGANISATIONS

- 7.1 A detailed usage exercise conducted in January of this year identified a small number of external organisations, such as Horton Housing, that currently use the centres to deliver community-based services.
- 7.2 However, as demonstrated with the Cunliffe Centre, we successfully supported the two groups using the building in finding alternative locations from where they could continue operating.

8.0 FINANCIAL IMPLICATIONS

- 8.1 As noted above at 4.1, there are significant and immediate revenue and capital costs associated with the management and maintenance of these buildings which would have to be borne by the HRA.
- 8.2 Likewise in the alternative options described in section 6, there remain some ongoing costs to the HRA whilst these are explored in more detail.

9.0 LEGAL IMPLICATIONS

- 9.1 None at this stage

10.0 RISK MANAGEMENT IMPLICATIONS

- 10.1 There remains an ongoing risk associated with the buildings, both while in use and if any are mothballed, particularly in relation to compliance obligations and the management of a vacant premises. Ensuring these buildings remain safe and secure is essential, and any future use or interim arrangements will be underpinned by robust risk assessments and appropriate management controls.

11.0 REASONS FOR RECOMMENDATIONS

- 11.1 The briefing paper clearly highlights the challenges which the landlord service has inherited as well as acknowledging that previous attempts by the former Selby District Council to address them were unsuccessful.

12.0 RECOMMENDATION(S)

- 12.1 The Area Committee to note that approval was given to the Assistant Director of Housing and the Head of Housing Management to assess alternative options on a centre-by-centre basis, with the overarching aim of alleviating the financial burden on the HRA.

APPENDICES:

Appendix A – Outcome of Community Centre Review by Task and Finish Group with Recommendations October 2020

BACKGROUND DOCUMENTS:

Nic Harne
Corporate Director – Community Development
County Hall
Northallerton

Report Author
Carl Doolan - Head of Housing Management & Landlord Services

18 September 2025



Report Reference Number: E/20/18

To:	Executive
Date:	1 October 2020
Ward(s) Affected:	All
Status:	Non-Key Decision
Author:	Drew Fussey, Customer, Business and Revenues Service Manager
Lead Executive Member:	Councillor Chris Pearson, Lead Executive Member for Housing, Health and Culture)
Lead Officer:	June Rothwell, Head of Operational Services

Title: Outcome of Community Centre Review by Task and Finish Group with Recommendations

Summary:

In March 2019 Selby District Council's Scrutiny Committee agreed to establish a Task and Finish Group, to work in partnership with the Tenant Scrutiny Committee, in order to facilitate a review of Council-owned Community Centres. This review took place between November 2019 and February 2020, with the aim of making recommendations to the Council's Executive as to the future management of the centres.

Recommendation: That the Executive consider and approve the recommendations as set out by the Scrutiny Committee in this report.

Reasons for recommendation:

Housing Revenue Account (HRA) funded Community Centres and their sustainability remains a key issue for Members and residents alike. The recommendations included in this report are aimed at ensuring that all ten centres are better able to service their community and the Selby District as a whole.

1 Introduction and background

1.1 Previous reviews have taken place regarding Council owned Community Centres. Most notably in 2010, following a report to the Social Board, the decision was made to sell the poorly used centre at Womersley and convert the centre at Kellington into a residential unit. This left the Council with the 10 centres it has today:

- Anne Sharpe Centre, St Edwards Close, Byram

- Westfield Court Centre, Westfield Court, Eggborough
- Coultish Centre, Charles Street, Selby
- Cunliffe Centre, Petre Avenue, Selby
- Harold Mills House, North Crescent, Sherburn-in-Elmet
- Lady Popplewell Centre, Beechwood Close, Sherburn-in-Elmet
- Grove House, Grove Crescent, South Milford
- Calcaria House, Windmill Rise, Tadcaster
- Kelcbar, Kelcbar Close, Tadcaster
- Rosemary House, Rosemary Court

1.2 Primary concerns at this time were around the poor use of the centres, running costs, lack of community engagement and accountability issues. Improvements have taken place since this time, such as the installation of public WiFi into almost every centre, the implementation of a new booking system created and managed by the Customer Contact Centre, and an investment of £78,000 over two years (agreed in 2017) to facilitate security and access improvements.

1.3 However, whilst these improvements are acknowledged, the same concerns regarding community usage and value for money remained present. Subsequently, it was agreed in March 2019 that the Council's Scrutiny Committee would establish a Task and Finish Group to review the Community Centres.

1.4 The scope of the review was to:

- Determine current level of use and public satisfaction with the centres.
- Look at current management models at each centre.
- Confirm the cost of providing the centres to the HRA.
- Explore potential alternative delivery models.
- Explore whether the current service offer meets the future needs of tenants and residents; and if not, what future model may best achieve this.

1.5 The group completed a comprehensive review of the centres over a 4-month period, acknowledging that different solutions may be appropriate for individual centres. It was important that group members visited each centre and consulted with the local community and key stakeholders. A resident-wide consultation also took place to inform the review and options for future use and management of each centre.

1.6 Members of the Task and Finish Group were as follows: Councillors J Chilvers, W Nichols, S Shaw-Wright, J McCartney, and M Jordan. They were also joined by Keith Watkins, a member of the Council's Tenant Scrutiny Panel; and assisted by Council Officer Drew Fussey (Customer, Business and Revenues Service Manager).

2 The Review Process

2.1 Visits

One of the initial tasks performed by the Task and Finish Group was to visit all ten Community Centres and to consider the various aspects of their appearance, usability and governance. Key stakeholders were also invited to attend to share their views. The outcome and notes made as part of these visits are attached in Appendix A.

2.2 Community Consultation

The Task and Finish Group were keen to engage the public in the review. A survey was therefore made available both online and in paper form. The online survey was publicised on the Council's website, as well as being sent to all participating tenants of our 'armchair consultees' group. Paper surveys were left at all ten centres for attendees to complete before collection, and neighbouring properties within the community were hand delivered a copy. Overall, the Council received 203 responses, illustrating a good response rate. A summary of the findings can be found in Appendix B.

2.3 Governance

Daily management of the centres is undertaken by the Housing and Property Services Teams. Each centre also has a constitution (Appendix C) and should have a management committee in place. The committee arrangements vary locally, and some are more formal than others. As part of the review visits arranged for the Task and Finish Group, committee members were also invited to attend and share their thoughts.

2.4 Usage

The management committee for each centre is authorised to have 6 free sessions per week (2 hours per session). Members of the public and community groups can hire the Community Centres for their own use; the current charge is £10.40 per hour and use varies across the centres. Appendix D contains an overview of bookings taken in 2018/19 at each individual centre.

2.5 Income and Expenses

Council-owned Community Centres are solely funded by the Housing Revenue Account (HRA), which is also the recipient of any income generated by the ten centres. This budget covers the cost of repairs and maintenance, centre improvements, utilities, fixtures and fittings, cleaning, general insurance and management costs. As the centres' financial budget is combined with other Council services, it is difficult to identify entirely the costs associated with each individual centre. The overall budget for the Community Centres is provided in Appendix E, along with a breakdown of costs associated with each individual centre.

3 Key findings

3.1 Primary concerns with the centres were under-usage, a lack of community involvement, and a lack of control, clear structure and governance (both in terms of committees and Council management). Whilst there is some good work taking place in individual centres; overall, there is room for improvement in key areas.

3.2 Governance

There is weak governance across the centres, with the exception of Rosemary House, who along with Kelcbar have amended their Constitution to meet local needs. There is confusion over the roles of committees, how they operate and what support is available to them. Many do not report directly to the Council as they are unsure who to report to. This makes it difficult to assess membership and involvement, as well as what activities are taking place in each centre. Issues have also presented in some centres where individuals appear to have taken considerable management control, which although often leading to good work, can alienate the local community and residents who would otherwise use the centres, or use them more frequently.

3.3 Usage

Although it is agreed following the review that there is likely to be additional activity taking place in the centres of which the Council are unaware, it is also fair to conclude that all ten centres are not being used to full capacity; either during their regular opening hours or outside of this, such as evenings and weekends. There is also little strategy in place to effectively advertise the centres to the wider community. This may also stem from a lack of clarity regarding responsibility within Council functions.

3.4 Engagement

There has been a lost opportunity to truly engage with the community on the management and running of the centres. This includes the consideration of more enterprise projects, community-led workshops/projects and charitable involvement. Whilst some of the centres have done well to attract a more varied clientele, very few community groups and agencies are actively engaged with and using the centres on a regular basis. There has also been little to no dedicated Council resource provided to the centres and their committees in regard to how to attract third party interest as well as looking at the potential for external funding opportunities.

3.5 Facilities and resources

In most cases, the centres have suffered from a lack of financial investment regarding their general upkeep and maintenance. Visits to the centres show that, whilst the facilities are adequate, they are not necessarily attractive or suitable for third party hire; especially when considering alternative venues

available within the community. There is also inconsistency around the provision of disabled access, emphasising the importance of ensuring that the centres are DDA (Disability Discrimination Act 1995) compliant.

4 Conclusion and Recommendations

- 4.1** Based on the findings of the review, it is concluded that the centres should remain within the control of the Council for the immediate future due to their strategic importance in terms of the communities they serve.
- 4.2** It is recognised that finances play a significant part in this review, and it is recommended that income generation continue to be pursued in all ten centres. However, this should not be the Council's priority, which instead should be to increase community usage and develop the centres as key community assets (noting that these two aims are not mutually exclusive). Whilst the latter may be less profitable, this will deliver stronger and broader benefits to the community.
- 4.3** As noted, the HRA is used to finance the centres in their entirety, given that the centres were originally intended to service older and disabled Council tenants. However, International Financial Reporting Standards (IFRS) require that properties are categorised according to the purposes for which the Council holds them. Where the purpose of the property is identified as having changed since their original acquisition, these properties should be moved from one class of assets to another. The Right to Buy policy (allowing tenants to purchase their Council home at a discounted price) means that an increasing proportion of properties on Council's housing estate are occupied by leaseholders or private owners, rather than Council housing tenants. This means that the centres are no longer supplied solely for Selby District Council tenants. Therefore, if the centres were opened up to the wider community and made available for use by general residents rather than tenants alone, it may be appropriate that the General Fund be considered to fund the capital works required identified in the recommendations below but are retained within the HRA.
- 4.4** The group also found that existing staffing arrangements are not clear, meaning responsibility and ownership within the Council is somewhat absent regarding individual officers and teams. At the same time, there are concerns that there is limited capacity to both maintain the daily running of all ten centres, whilst also carrying out more strategic development work. However, it is felt considerable improvements could be made by better defining officer roles in relation to management of the centres. A partnership model of management, looking to the Council to more directly involve colleagues from Housing as well as Communities and Partnerships, Town and Parish Councils, partners such as NYCC, voluntary and charitable groups and local residents; would provide a sense of 'ownership' whereby the Council are supporting the community to help themselves.
- 4.5** With this in mind, the group have made a number of recommendations for Executive Members to consider, set out below:

- That work should be undertaken to assess whether it is appropriate to fund the works recommended below from the General fund whilst retaining the Community Centres within the HRA.
- Does the Council want to consider each centre under an individual business plan or look at them as a whole? If we do want each centre to have its own individual plan, do we want to do this in phases and which centres come first?
- To establish a clear Council staff structure in relation to the management of the centres, including reporting and responsibilities. This will help to tackle the lack of clarity regarding which Council officers hold responsibility for the centres and who the committees should contact.
- To review the Constitutions for the centres to ensure they are standardised and fit for purpose. Each centre should also have a committee with registered members and with a process for reporting back activity to Council officers.
- To establish closer working relationship with Town and Parish Councils, either in regard to developing business plans or establishing the needs of the community.
- To identify local voluntary organisations, community and resident groups (some of which may already be present at the centres), subsequently exploring and encouraging their interest in being involved in the management of the centres. This could be facilitated by the Council's Communities and Partnerships Team.
- That all relevant service areas should consider the centres as venues for delivering services or hosting events, using these centres as an outreach facility to save residents traveling into Selby. They should also be promoted to partners as potential venues for them to do the same, especially regarding NYCC and the local CCG (Clinical Commissioning Group). Consideration also needs to take place as to whether these partner agencies should be charged for the use of the centres, given that an increased income yield could result in Business Rate charges. Using the centres for the delivery of services to reduce travel would also contribute toward reducing the council carbon footprint
- To arrange for an independent valuation of each centre to understand the value of the asset 'as is' as well as the land value.
- That marketing of the centres needs to be improved, both online and within the local community. Residents need to know that the resource exists and where they can find it (e.g. additional signage). They should also be publicised as a resource for all, and not just serving a specific demographic. A social media presence for example, for each of the centres, could help remedy this.

- Finally, that the centres require financial investment and a full schedule of works should be produced for each centre. This should focus on ensuring all centres are DDA compliant and more attractive to outside hire. The Executive should consider funding this work the General fund whilst ownership of the Community Centre's remains within the HRA.

5 Implications

5.1 Legal Implications

This review has provided tenants and residents alike an opportunity to share their views and be involved in the future of the centres, meeting the 'Tenant Involvement and Empowerment Standard' as set out by the Regulator of Social Housing.

Any legal implications arising from future proposals in respect of individual centres will be addressed as part of those proposals, and if required further reports produced to consider any specific legal implications

5.2 Financial Implications

Currently all centres work to a deficit and this is funded by the HRA Rent Payer. Whilst outgoings per annum are relatively similar for each centre, it is evident that different centres bring in varying incomes largely from rental. The income from the laundry service is negligible.

Any income earned is returned to the HRA budget. If there was a push to increase usage via rental space, there would be the need to consider the impact of paying business rates which could possibly eliminate any additional income made dependent upon the earning potential for each centre. For example, if the centres were promoted as a rentable space for commercial purposes such as running slimming clubs; such additional income generation would make the centres liable for business rates.

It is proposed that the centres benefit from additional financial investment in order to improve decoration as well as fixtures and fittings. Current revenue budgets allow for a yearly spend of £25,000 for repairs and maintenance. Once a full schedule of works is produced for each centre, financial viability can be ascertained and works prioritised according to budget.

Any additional financial implications arising from future proposals in respect of individual or all centres will be addressed as part of those proposals.

Consideration should also be given to how the centres can contribute to the lower carbon footprint of the Council.

5.3 Policy and Risk Implications

The review's recommendations provide a number of opportunities to develop a partnership approach to the management of our centres, between different Council directorates, partner agencies, third sector organisations, Council tenants and general residents. As with any proposal regarding partnership working arrangements, roles and responsibilities will need to be clearly identified in order to mitigate risk as much as possible.

5.4 Corporate Plan Implications

This review delivers on our strategic priority in the Corporate Plan 2020-2030 to make the Selby district 'a great place to live' by investing in our properties and communities.

5.5 Resource Implications

Rather than recommend additional staffing resources, the review instead concludes that considerable improvements could be made by better defining current Council officer roles in relation to management of the centres, and by facilitating a partnership model of management. This would require a review of current officer roles and responsibilities.

5.6 Equalities Impact Assessment

An EIA has not been completed as it is recognised that not all the centres are DDA (Disability Discrimination Act 1995) compliant. Carrying out the recommended work would ensure the Centres were accessible to all with a protected Characteristic.

6 Conclusion

The recommendations included in this report are aimed at ensuring that all ten Council-owned centres are better able to service both their community and the Selby district as a whole. If the centres are to provide true social value within their communities, they must adapt to the modern needs of tenants and residents, in order to stay relevant and make a difference.

7 Background Documents

None.

8 Appendices

Appendix A - Outcome of Community Centre visits
Appendix B - Summary of survey results
Appendix C - Copy of Community Centre Constitution
Appendix D - Community Centre usage 2018/19
Appendix E - Community Centre net spend 2017/18 & 2018/19

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APPENDIX A

	External Surroundings			First Impressions					Facilities				
Centre	Parking	Environment	Signage	Entrance	Decoratio n	Information	Contact Info	Event Info	Space available	Furniture & Fittings	Kitchen	Toilets	Wi-Fi
Westfield Court, Eggbrough	Adequate	Clean, tidy, welcoming	Signposted suitably	Clean, tidy, welcoming	Needs painting	Need bigger notice board and no contact info for bookings	Not available	Not available	Lounge/ kitchen	Good order/ appropriate	Good order	Adequate	No
Anne Sharpe Centre, Byram	Inadequate	Clean, tidy, welcoming	Needs directional signage	Clean, tidy, welcoming	Not needed	Good but no contact info for bookings	Not available	Available	Lounge/ kitchen	New carpet	Cooker needed	Adequate but shared	No
Grove House, South Milford	Inadequate	Clean, tidy, welcoming	Needs directional signage	Clean, tidy, welcoming	Needs painting. Has new ceiling and lights	Good selection available	Available	Available	Lounge/ kitchen	Good order/ appropriate	Good order	Adequate	Yes
Harold Mills, Sherburn	4 parking spaces but an issue at school time (school is adjacent)	Clean, tidy, welcoming but standing water in the porch	Needs directional signage	Clean, tidy, welcoming	Not needed	Inappropriate signs by the Committee removed. Needs a notice board	Not available	Not available	Lounge/ kitchen	Good order/ appropriate	Good order	Good	Yes
Lady Popplewell, Sherburn	Inadequate	Looks tired	Needs directional signage	Plaster not painted after rewire years ago. Floor and entrance porch dirty	Needed	Needs someone to take ownership	Not available	Not available	Lounge/ kitchen	All need replacing	Some cupboards locked in kitchen (dirty)	Adequate but needs decorating	Yes
Rosemary House, Tadcaster	Inadequate - residents parking only for the flats	Looks tired. Metal gates due to previous vandalism. Guttering is loose	Needs directional signage. On Google Maps and has its own FB page	Clean but in need of decoration and flooring	Needed	Needs ownership. Committee have their own FB page to advertise events	Available	Committee have their own FB page to advertise but will put up list	Lounge/ kitchen	All need replacing	Yes, but needs updating and a new cooker	Adequate but needs decorating	Yes

Calcaria House, Tadcaster	Inadequate	Clean, tidy, welcoming	Needs directional signage	Clean, tidy, welcoming	Needed	Needs ownership	Available	Not available. Committee asked if NO could explain to tenants on sign up about the centres	2 x lounge and kitchen	Needs decoration and new carpets. Furniture good but very heavy	New kitchen fitted but no cooker. Residents want small lounge made into kitchen as they have large functions at times	Adequate but needs decorating	Yes
Kelbar, Tadcaster	Inadequate	Clean, tidy, welcoming but small hole in the roof to report	Needs directional signage	Clean, tidy, welcoming	Entrances and toilets need decorating. Committee told these would be painted in 2016/17	Good selection available	Available	Available	Lounge/ kitchen	Good	Has a new kitchen	Adequate but needs decorating	Yes
Coulton Centre, Selby	Good car park and street parking	Clean, tidy, welcoming	Needs directional signage	Clean, tidy, welcoming	In good decorative state	Looks cluttered and needs ownership	Available	Not available	2 x rooms and kitchen	Good	New kitchen but small. Needs new crockery etc.	Adequate but needs decorating and disabled facilities need attention	Yes
Cunliffe Centre, Selby	Inadequate	Clean, tidy, welcoming	Needs directional signage	Clean, tidy, welcoming	Needs attention throughout	Looks cluttered and needs ownership	Available	Not available	4 x rooms and 2 x kitchens	Needs attention throughout	Needs all new	Adequate but needs decorating and disabled facilities need attention	No

Additional Comments

Westfield Court: No attendees present at visit.

Anne Sharp Centre: 4 residents attended visit and stated that parking is a problem as it is shared with the Doctors Surgery. Heating is also providing on storage heaters and question was posed whether the centre could be fitted with gas central heating.

Grove House: No attendees present at visit. Post office now operates from the centre two days a week. Also has a defibrillator outside.

Harold Mills: No attendees. Noted that cooker is new and unused, but too small.

Lady Popplewell: 31 residents attended the first consultation meeting. They asked if a loop could be fitted for the hard of hearing. They were also upset that the centre is well used but badly in need of refurbishment. There were also complaints about the centre being dirty since the cleaner left in September 2019.

Rosemary House: 16 residents attended the visit plus members of the Committee, who have their own constitution.

Calcaria House: 8 residents attended visit.

Kelcbar: 17 residents attended the visit and the Committee have their own constitution. Also has a defibrillator outside.

Coultish Centre: 12 residents attended the visit but there is no formal Committee.

Cunliffe Centre: No attendees at visit. A very large building with potential to change the layout of the centre.

Summary

Car Parking: 7 centres considered parking would be inadequate for popular events.

External Environment: 8 centres considered clean and welcoming, whilst Rosemary House and Lady Popplewell need work.

External / directional signage: needs improved directional signage and registering on Google Maps. 8 centres also need external notice boards.

Entrance: Acceptable for 9 of the centres but Lady Popplewell in particular needs attention.

Internal decoration: 7 centres need decorating throughout (Coultish Centre and Harold Mills are in good order and Ann Sharpe is acceptable).

Information: 8 of the 10 centres need a tidy to make sure the notice boards are clear and include contact info and an up to date activity list.

Furniture: 5 centres need new furniture, but all need to be considered for more appropriate lighter tables if they are to be more multifunctional.

Toilets: generally seen as adequate but not all centres have disabled facilities that would comply with the DDA. This needs to be reviewed across all to ensure they meet the requirements for all potential users.

Kitchens: 5 centres considered adequate for hosting events. The other 5 are mixed with some needing minor changes and others needed a new kitchen.

Wi-Fi: 8 centres have Wi-Fi but in 2 it is not accessible to the public. Cunliffe Centre and Ann Sharpe have no Wi-Fi.

Community involvement: Overall, 88 individuals attended the visits. Lady Popplewell had the most attend with 31. 4 centres had no attendees – Westfield Court, Grove House, Harold Mills and Cunliffe Centre.

Appendix B

Consultation responses: totalled 203, a mix of online and paper returns.

Age of respondents was as follows:

Under 39 - 5.5%

40 to 59 - 14%

60 to 79 - 59%

80 plus - 21.5%

This means over 80% of respondents were aged over 60.

75% of respondents who disclosed their gender (190 of the 203) were female, with the remaining 25% male.

Almost all respondents stated their nearest village:

Eggborough - 3.5%

Byram - 5%

South Milford - 8%

Sherburn In Elmet - 23.8% /

Selby - 26.7%

Tadcaster - 33%

86% of respondents had used a Community Centre before. Of these, 80.5% in the last month, 7.5% in last 3 months and 7% in last year.

Of those who did not use the centres, the most common reason cited for this was because they did not know what was going on within them, followed by not knowing where they were. A small number also said they did not attend due to transport issues.

Activities respondents would like to see at the centres, in descending popularity:

Bingo - 62%

Café - 56%

Talks - 51%

Music and film events - 51%

Arts and crafts - 50%

Fundraising events - 44%

Skills and learning opportunities - 42%

Health and advice - 42%

Games - 39%

In terms of other activities wanted by respondents not listed, the most frequent were: additional laundry facilities, exercise classes for the elderly, meetings to discuss local issues, jumble sales, play groups, and book clubs.

When asked '*would you consider hiring a Community Centre in future:*' 51% said yes, 13% said no and 36% were unsure.

When asked '*would you like to be involved in running one of our Community Centres:*' 25% said yes, 41% said no and 34% were unsure.

Respondents were also able to provide comments as to how we could improve the centres. Key themes here included:

- Issues with committees abusing their powers

- Lack of advertisement
- No transport to get there
- Committee to be better engaged with the Council
- Improved facilities and redecoration
- Increasing use for all age groups
- More and different events available

Some of the comments are noted below:

'What's on and when needs to be advertised more...we need to get younger people involved to try and get more events on.'

'Most of the villagers don't know it's here. All the white goods in the kitchen need repairing or replacing as they are so old.'

'Maybe we need more advertising to young families for children's parties as residents think it is for old people only.'

'Promote their use by information to the community, more varied activities and involve the community in volunteering. People not near to the centre do not know of it or where it is.'

'Centre needs new kitchen bits - cooker, microwave, pots and pans to enable use of hiring. It also needs greater SDC involvement and running of the place.'

'The community centre is not very inviting in how it looks. It needs a good make over on everything.'

Appendix C

CONSTITUTION OF THE COMMUNITY CENTRE

NAME OF CENTRE AND PURPOSE	The Centre shall be called *. Its purpose is to provide a meeting place and entertainment for Senior Citizens living in * and immediately surrounding villages.
THE COMMITTEE	The Management Committee shall be called the * Management Committee - hereinafter referred to as the Management Committee.
OBJECTS OF THE COMMITTEE	The Management Committee shall be responsible for the day to day running of the Centre and the promotion and regulation of its use by those eligible. Those eligible to use the Centre are all those of pensionable age and the disabled living in the villages referred to above.
COMPOSITION OF THE COMMITTEE	The Committee shall comprise of no more than 12 Members elected by those eligible to use the Centre (by invitation others not eligible to use the Centre may have their names put forward for election) at the Annual General Meeting.
SELECTION OF THE COMMITTEE	The Annual General Meeting shall elect the Committee each year. Members elected shall serve for a period of one year and may allow their names to go forward for election for further periods of yearly service. The Management Committee shall have power by a two thirds majority vote to co-opt any person to serve on the Committee whom it feels would benefit its work. Co-opted members have no vote in Committee on policy decisions.
THE CHAIRMAN	A Chairman shall be elected annually by the Committee from amongst its members. This election to take place at the AGM. The Chairman will serve for a period of one year. That person may stand for re-election for further yearly terms.
THE HONORARY SECRETARY	At the same first meeting of the Committee each year the Honorary Secretary shall be elected for a period of one year. He/she may stand for re-election for further yearly terms. The Secretary shall take minutes at the AGM and each Committee meeting and record them in a book provided for this purpose.
THE HONORARY TREASURER	The Honorary Treasurer shall be elected at the same meeting to serve for one year and shall keep a record

of all financial transactions pertaining to the Centre. The Honorary Treasurer shall be required to present to the Committee an audited Statement of Account in March which the Committee will put before the AGM for acceptance in April. The Honorary Treasurer may serve for further periods of yearly service.

RULES

1. The Committee shall meet as often as its business requires providing that there shall be at least one meeting each quarter.
2. The Honorary Secretary shall convene the meeting on the instruction of the Chairman by giving at least seven days clear notice to members.
3. A meeting may also be convened by request of at least six members of the Committee.
4. The Annual General Meeting shall be held in April each year and a report of the Centre's activities shall be presented by the Chairman to the AGM.
5. Any changes, amendments or additions to the Constitution can be made only at the AGM. Submissions in writing, duly proposed and seconded by those eligible to vote at the AGM, must be received by the Honorary Secretary at least six weeks before the date of the AGM. Any additions to or changes in the Constitution must be made in the form of a motion to the AGM and before being adopted must be passed by at least a two thirds voting majority of those attending the AGM.
6. Those eligible to vote at the AGM are all members of the Centre - that is all senior citizens and disabled persons living in the villages referred to in the Constitution.
7. The assets of the Committee shall be held for and used for the benefit of all senior citizens and disabled persons living in the above mentioned villages. Should all members of the Committee resign and no-one be elected to replace those members, then all the assets of the Committee shall be immediately transferred to the account of "Selby District Council".
8. In any matter of Policy and Use of the Centre decision rests with the Management Committee whose decision shall in all matters be final.
9. **VOTING AT COMMITTEE MEETINGS**

All elected members of the Committee shall have one vote each but co-opted members may only vote in non-policy matters. In the case of a tied vote the Chairman shall have a second or casting vote.

Appendix D

Community Centre usage (hours per week) in 2018/19

Commercial = paid regular rental income

Social = committee activities and other social events e.g. bingo, coffee mornings

H&W = promoting wellbeing in the community via clubs etc.

Council = being used by Council for Council business e.g. drop-ins and team meetings

Ad hoc = paid bookings over the year that are not regular

Centre	Commercial	Social	H&W	Council	Ad hoc (p.a.)
Ann Sharpe	28	8	0	0	4
Grove House	0	8.5	2	0.5	0
Coultish Centre	3	10	2h 45mins	1	7
Cunliffe Centre	22	11	3	0	5
Westfield Court	0	2.5	2	2	0
Lady Popplewell	2h 45mins	8	4	0	4
Harold Mills	0	4.5	1.5	0	0
Kelcbar	0	3.5	4	0	6
Rosemary House	0	8	0	0	20
Calcaria	1	9	3	3	0

Appendix E - Community Centres - Net Cost of Service

Account description	2017/18 Actual	2018/19 Actual	Notes
Income			
OTHER INCOME	-612	-160	
FEES & CHARGES	-81	0	
LAUNDRY INCOME	259	-441	
HIRE/LETTINGS - ROOMS	-12,953	-15,057	
Total Income	-13,387	-15,658	
Direct Costs			
GROSS PAY	34,764	30,667	Cleaning Staff Costs
NATIONAL INSURANCE EMPLOYERS	601	460	
SUPERANNUATION EMPLOYERS	4,729	4,603	
APPRENTICESHIP LEVY	163	136	
REPAIRS & MAINTENANCE	10,383	12,843	
IMPROVEMENTS TO PROPERTY	15,309	9,009	
GAS	8,086	-1,617	
ELECTRICITY	38,655	26,553	
RENTS (EXPENDITURE)	8,652	8,566	Rent Charge for Warden occupied Units
NNDR	2,475	2,741	
WATER - METERED	16,820	13,389	
FIXTURE & FITTING R & M	6,181	2,894	
CLEANING MATERIALS	744	199	
WINDOW CLEANING	1,694	2,754	
CLOTHING & UNIFORMS	75	0	
GENERAL OFFICE EXPENSES	600	755	
CLIENT COSTS REFUSE COLLECTION	3,176	3,314	
PRIVATE CONTRACTORS - CONTRACT	413	374	
SUB-CONTRACTORS - RESPONSIVE	10,181	11,478	
TELEPHONES - OFFICE	11,138	15,876	
TELEPHONES - MOBILE	72	117	
MISCELLANEOUS	120	148	
GENERAL INSURANCES	61,048	49,430	
Total Direct Costs	236,080	194,687	
Net Position - Direct Costs & Income	222,693	179,029	
Support Services (Indirect Costs)			
OTHER CENTRAL DEPT. SUPPORT	65,080	65,080	Costs of Lifeline Team Managing Centres
Net Position - after Indirect costs	287,773	244,109	
Accounting Adjustments			
BACK FUNDED SUPERANN	8,630	8,683	
IAS 19 ADJUSTMENT	-4,729	-4,603	
DEPRECIATION	32,486	17,074	
REVALUATIONS		42,482	
Total Accounting Adjustments	36,387	63,636	
Net Cost of Service	324,160	307,744	

North Yorkshire Council

Selby and Ainsty Area Committee

18 September 2025

Work Programme

1.0 PURPOSE OF REPORT

- 1.1 To ask Members to consider the Committee's work programme and amend it as required.

2.0 BACKGROUND

- 2.1 The intention is for the Committee to develop a work programme that:
- a) is owned by the Committee,
 - b) has items on it that are important locally but relevant at a strategic level,
 - c) evolves over time and is not static.
- 2.2 The Committee Chair, Vice-Chair and the Democratic Services Officer will keep the work programme updated. They will also determine which items need to be considered at a committee meeting and if any could be dealt with by an informal working group.
- 2.3 The Work Programme is considered at every meeting and is an opportunity for Members to request additions to the programme of work.

3.0 FUTURE ITEMS OF WORK

- 3.1 Democratic Services maintains a live version of the work programme, which is available for any committee member on request. A current version is always included in the papers for each committee meeting as part of the Work Programme Report.
- 3.2 The items scheduled for consideration at future meetings are at Appendix A.

4.0 RECOMMENDATION

- 4.1 Members are asked to:
- a) consider the Committee's work programme and amend it as required.
 - b) consider any other items that they would like to be brought to the committee

Scheduled meeting dates

- Friday, 24 October 2025 at 2pm – Extraordinary Meeting
- Thursday, 6 November 2025 at 10am
- Thursday, 22 January 2026 at 2pm – Informal budget session via Teams
- Thursday, 19 March 2026 at 2pm

Appendix A – Work Programme

Report author – David Smith, Senior Democratic Services Officer.

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Selby and Ainsty Area Committee Work Programme

15 October 2025 – informal session held on MS Teams

Vision for Selby (Selby TIP) Stakeholder Engagement	An update on the Town Investment Plans.

24 October 2025 – Extraordinary Meeting

Update from the MP for Selby	An update on road safety from Keir Mather MP.
Road Safety	An update on road safety in the Selby and Ainsty area.

6 November 2025 – formal meeting

Update from the Area Committee's MPs	An opportunity for Members to discuss issues of key concern in the constituency.
Bus and Rail annual update	An annual bus and rail update.

22 January 2026 – informal meeting held on MS Teams

Annual Council Budget Review	To review the annual Council budget.

19 March 2026 – formal meeting

Schools, educational achievement and finance	An update on the local educational landscape, educational achievement and financial challenges.

June 2026 – informal meeting

Work Programme Session	An opportunity for Members to review the work programme and raise potential agenda items.

Regular reports:

- March – Schools, educational achievement and finance.
- June – Localities.
- June – Community safety.
- June – Area Committee annual report.
- June – Mayor of York and North Yorkshire.
- September – Public transport.

- December – Housing.
- TBC – Environmental enforcement.

Suggested topics:

- Education.
- Economic Development, Regeneration, Tourism and Skills.
 - Highstreets (incl. Banks).
- Climate Change and the environment.
- Highways and road safety.
- Community safety.
- Localities.
 - Increased Parish Council involvement.
 - Community networks.
- Housing.
- Culture and leisure.
- Public transport.
- Enforcement – environmental, parking, planning, etc.
- Youth Councils.
- Update from Drainage Boards.
- Solar farms and battery storage.
- Member landing page informal session – a walkthrough the Member landing page.
- Two Ridings Community Foundation – Heart of Yorkshire Fund.
- Flooding.