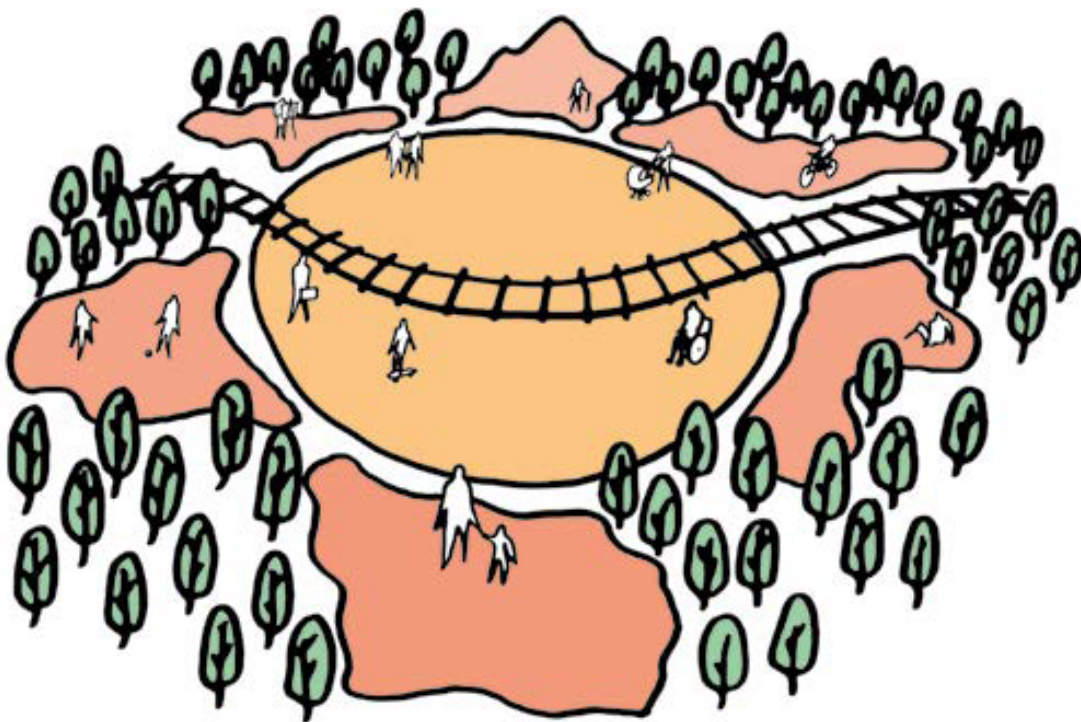


New Settlement (Maltkiln) Development Plan Document (DPD)



Submission Draft Proposed Modifications Schedule

February 2024

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Proposed Modifications Schedule

Introduction 1

- 1.1** This schedule outlines the Council's proposed modifications to the Regulation 19 Pre-Submission New Settlement (Maltkiln) DPD which was published for consultation October 2022. The suggested modifications seek to update the document, improve clarity and presentation. These modifications are considered to be minor in nature and include;
- typographical corrections;
 - re-phrasing or limited new text to add clarity; or
 - updates to figures and references (which are necessary due to alterations which have been made elsewhere or for which new information has come to light).
- 1.2** In the Council's opinion they do not alter the overall impact of the DPD or change its direction, or affect the substance or soundness of the document.
- 1.3** This document is intended to assist the Inspector in understanding the Council's position and aid discussion. The Schedule of Proposed Modifications is part of the the Council's evidence and will be available as a Core Document to the Examination.
- 1.4** The suggested modifications are listed in document order of the draft DPD and for each change the schedule includes the following information:

	Modification identification number
Ref.No	<p>The reference number is composed as:</p> <div data-bbox="533 293 1751 951" style="border: 1px solid black; padding: 20px; text-align: center;"> <p>M / H / 01</p> <pre> graph TD A["M / H / 01"] --> B["Modification"] A --> C["Chapter of the DPD e.g. Housing"] A --> D["Change Number"] </pre> </div>
Policy/Paragraph	The specific policy or paragraph within the Regulation 19 Pre-Submission Draft DPD to which the modification applies
DPD Page	Where the applicable policy or paragraph is located in the Regulation 19 Pre-Submission Draft DPD
Proposed Modification	<p>Details of the proposed modification. Unless it states otherwise, where text is to be deleted it will have a strikethrough as so: deleted text-</p> <p>Where additional text is proposed, it will be bold and underlined as so: <u>additional text</u></p>
Reason for Change	The reason why the modification is proposed, for example to respond to a representation, correct a typo, update text or clarifying

Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for Modification
Whole Document				
	Whole Document		Document to be amended with regard to typographical, factual and formatting errors.	Clarification/formatting
	Each Policy		Policy box to be added throughout the document to state linked policies.	Responding to representation
	Whole Document		References to North Yorkshire County Council (NYCC) to be amended to refer to North Yorkshire Council	To provide clarification
	Whole Document		Document to be updated to refer to National Planning Policy Framework (NPPF) 2023	To provide clarification
Chapter 1: Introduction				
M/I/1	Para. 1.3	4	Amend as follows; ... the DPD should be read alongside the Local Plan 2014-35 (or any subsequent updates) <u>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.</u>	Responding to representation, clarification
Chapter 2 : Vision and Objectives				
M/VO/2	Vision	5	Remove reference to garden village. Amend as follows; Maltkin is a garden village settlement with a distinctive identity	Not officially a Garden Village settlement, reference removed for clarity
M/VO/3	Objective Sustainable Travel	6	Amend as follows; <ul style="list-style-type: none"> A network of safe and attractive walking and cycling routes <u>suitable for micro-mobility.</u> 	Responding to representation, clarification
M/VO/4	Objective	6	Add the following objective below Landscape and open space: <u>Historic environment</u>	Responding to representation, clarification

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Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for Modification
			<p><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></p> <p><u>Relevant policies: NS16, NS17, NS18, NS19, NS20, NS21</u></p>	
Chapter 3 : Site Context				
M/SC/1	Chapter heading	8	Amend Chapter Title: Site Context <u>and Policies Map</u>	To provide clarification
M/SC/2	Para. 3.1	8	Amend typo Knaresbourough <u>Knaresborough</u>	Correction
M/SC/3	Para. 3.2	8	Amend typo Maltkiln <u>Maltkiln</u>	Correction
M/SC/4	Para. 3.4	8	Amend as follows; Johnsons Nursery, a successful local business, currently occupies <u>a number of sites within the Maltkiln New Settlement Strategic Allocation</u> a site on the north east of Maltkiln. The Nursery has identified a re-location site and is currently working to secure planning permission.	Responding to Representation - clarification
M/SC/5	Policies Map	8	Policies map to be given A4 page	Presentation
M/SC/6	Figure 1 Legend	8	Red line key reworded Policy Map Boundary - <u>DPD boundary</u>	To provide clarification
M/SC/7	Figure 1 Legend	8	Green line and hatch reworded Strategic Green Gap - Policy NS1 <u>NS2</u>	To amend errors and provide clarification
M/SC/8	Figure 1 Legend	8	Blue line reworded Settlement Boundary - Policy NS2 <u>Maltkiln New Settlement - Policy NS1</u>	Amend errors and provide clarification

Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for Modification
M/SC/9	Council logo	8	Replace Harrogate Borough Council logo with North Yorkshire Council	To bring in line with new Council
M/SC/10	Rename map reference	8	Amend as follows; Figure 1 Map 1	To ensure consistency
Chapter 4 : Development Framework				
NS1				
M/DF/1	NS1	10	Reword Policy title as follows; Policy NS1: Development Framework Maltkiln New Settlement Allocation.	To ensure consistency with referencing the Harrogate and District Local Plan
M/DF/2	NS1	10	Amend policy wording as follows; Policy NS1: Development Framework Policy NS1: Maltkiln New Settlement Allocation 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: <ul style="list-style-type: none"> · 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 	To provide clarification

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Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for Modification
			<ul style="list-style-type: none"> · 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 <p><u>The boundary of site Maltkiln New Settlement as shown on the policies map, will form the development limit for the new settlement. Proposals for land outside the development limit will be classed as open countryside and determined in line with Local Plan Policy GS3. A single outline planning application for the allocated site will be required, in order to ensure a comprehensive approach to site masterplanning and delivery.</u></p> <p>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>).</p>	
M/DF/3	Para. 4.2	10	Delete paragraph as this is a duplicated at 4.3.	To delete, duplication
M/DF/4	Para. 4.3	10	'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. <u>Policy DM4 also outlines the principles and requirements for the design of a new settlement.</u> The boundary, nature and form of the new settlement <u>site allocation</u> 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.'	To provide clarification
M/DF/5	Para. 4.3	10	Add the following wording to the end of Para. 4.3 <u>Further detail is set out in Policy NS3 and the policies and justification text in the subject chapters.</u>	Responding to representation, clarification
M/DF/6	Para. 4.4	10	Amend as follows to refer to new policy title;	Clarification

Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for Modification
			The DPD, and the Development Framework Maltkiln New Settlement Allocation , seek to create a mixed-use settlement..	
M/DF/7	Para. 4.5	11	Amend as follows; The settlement boundary of Maltkiln is shown on the Policy Map and The boundary of Maltkiln New Settlement as shown on the policies map, will form the development Limit for the new settlement. within Within this boundary...	Clarification
M/DF/8	Para. 4.7	11	Amend Para 4.7 as follows: 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 both with nursery provision...	Responding to representation, clarification
M/DF/9	Para. 4.7	11	Amend to read The indicative location of these are indicated on the Development Framework (Figure 2) (Map 2) .	Responding to representation, clarification
M/DF/10	Picture 4.1 Figure 2	12	Rename Indicative plan land use framework Development Framework	Responding to representation, clarification
M/DF/11	Rename map reference	12	Amend as follows; Figure 2 Map 2	To ensure consistency
NS2				
M/DF/12	NS2	13	Amend the wording of the last paragraph to read Provision or improvements to public rights of way will be supported in this area provided if necessary	Responding to representation, clarification

2 Proposed Modifications

Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for Modification
M/DF/13	Para. 4.8	13	Amend to read: ... Planning policies and decisions should contribute to and enhance the natural and local environment byprotecting and enhancing valued landscape (paragraph 170 174).	Responding to representation, clarification
NS3				
M/DF/14	NS3	14	Amend as follows; A detailed allocation wide masterplan must be produced for the Maltkiln new settlement allocation in ...	To provide clarification
M/DF/15	NS3	14	Amend the first sentence of Policy NS3 "...conjunction with the community and other stakeholders "	Responding to representation, clarification
M/DF/16	NS3	14	Amend as follows: ... in accordance with the following design principles below and informed by the Development Framework. The masterplan should be submitted as part of the outline application for the whole site. 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:	To provide clarification
M/DF/17	NS3 bullets 1 and 2	14	Delete first two bullets: <ul style="list-style-type: none"> • 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; 	To provide clarification

Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for Modification
M/DF/18	NS3 bullet 3	14	Amend bullet 3 as follows: ..community's day-to-day needs with a mix of fine-grained employment uses	Responding to representation, clarification
M/DF/19	NS3 bullet 4	14	Amend bullet 4 as follows: <ul style="list-style-type: none"> 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> 	Responding to representation, clarification
M/DF/20	NS3 bullet 5	14	Amend bullet 5 as follows: <ul style="list-style-type: none"> 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 	Responding to representation, clarification
M/DF/21	NS3 bullet 7	14	Amend bullet 7 as follows: <ul style="list-style-type: none"> Areas at risk of...network, <u>in accordance with policy NS11</u> 	Responding to representation, clarification
M/DF/22	NS3 bullet 8	14	Amend bullet 8 as follows: <ul style="list-style-type: none"> 'The need to identify the main components of an holistic approved <u>drainage</u> strategy for the whole settlement, <u>as required by policy NS11:</u> 	Responding to representation, clarification
M/DF/23	NS3 bullet 9	14	Addition bullet point for the second part of bullet 9 <ul style="list-style-type: none"> 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; <u>Sustainable drainage systems (SuDS) wetland will be integrated for water management, amenity and biodiversity, as part of green blue infrastructure;</u> 	Responding to representation, clarification
M/DF/24	NS3 bullet 10	14	Amend bullet 10 as follows; <ul style="list-style-type: none"> 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 	Responding to representation, correction

2 Proposed Modifications

Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for Modification
			a series of integrated neighbourhoods. This should include quality gateways to the north and south of Cattal Station.	
M/DF/25	NS3 bullet 11	14	Amend bullet 11 as follows; <ul style="list-style-type: none"> • ...intergrate <u>integrate</u> sensitivity... 	Responding to representation, correction
M/DF/26	NS3 bullet 14	14	Amend bullet 14 as follows: <ul style="list-style-type: none"> • 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> 	Responding to representation, clarification
M/DF/27	NS3	14	Add additional bullet <ul style="list-style-type: none"> • <u>Provision of a clear design vision to create high quality, beautiful and sustainable buildings and places.</u> 	Responding to representation, clarification
M/DF/28	NS3	14	Add additional bullet point <ul style="list-style-type: none"> • <u>The layout and design should respond to, protect, and enhance, the historic and natural environment.</u> 	Responding to representation, clarification
M/DF/29	NS3	14	Additional sentence at end of policy <p><u>The masterplan should also be informed by a Health Impact Assessment.</u></p>	Responding to representation, clarification
M/DF/30	NS3 Para. 4.11	15	Amend Para 4.11 to read: <p>...aims to facilitate the creation of a <u>healthy, thriving, resilient and</u> cohesive community that sits comfortably within its context</p>	Responding to representation, clarification
M/DF/31	Para. 4.11	15	Add additional text at the end of 4.11 <p>... 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></p>	Responding to representation, clarification

Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for Modification
M/DF/32	NS3 para. 4.13	15	Amend to read; ...further bordering bordering the A59 to the north...	Responding to representation, correction
M/DF/33	NS3 para. 4.14	15	Amend as follows ‘...community uses within the broad area of growth. The DPD also addresses the matters required by para 10.16 of the Local Plan policy DM4.	Responding to representation, clarification
M/DF/34	NS3 para. 4.16	15	Amend as follows ...The land-use framework development framework has provision for ...	Responding to representation, clarification
Chapter 5 : Climate Change				
NS4				
M/CC/1	NS4	17	Amend NS4 as follows: “Proposals should are required to demonstrate how Maltkiln...”	Responding to representation, clarification
NS5				
M/CC/2	NS5 para. 1	19	Amend para 1 as follows: “Proposals should are required to be accompanied by a settlement-wide...”	Responding to representation, clarification
M/CC/3	NS5 para. 1 bullet 2	19	Amend para. 1 bullet 2 as follows; <ul style="list-style-type: none"> Site-wide infrastructure will recognise and support the changing scope of mobility and demonstrate a walkable and connected 15-minute place 20-minute neighbourhood 	Responding to representation, clarification
M/CC/4	NS5 para. 1 bullet 4	19	Amend bullet 4 as follows: <ul style="list-style-type: none"> “A settlement-wide Framework Travel Plan 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 in order to meet sustainable travel targets. Further requirements for travel plans are set 	Responding to representation, clarification

2 Proposed Modifications

Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for Modification
			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”	
M/CC/5	NS5 para. 1 bullet 5	19	Amend bullet 5 as follows: <ul style="list-style-type: none"> • 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 that the design and delivery of development will achieve a settlement where residential parking needs can be met by a car parking ratio of one space per home (or less). Where this level cannot be shown to be adequate the strategy will include additional off-plot parking alongside measures that will be taken to reduce parking demand to target levels, including timescales, and, following monitoring and review at least every five years, reallocating the additional parking to other uses. Further requirements are set out in policy NS37;</u> 	Responding to representation - clarification
M/CC/6	NS5 para. 1 bullet 6	19	Amend bullet 6 as follows: <ul style="list-style-type: none"> • All homes should will include minimum 7kW smart electric vehicle charging... 	Responding to representation, clarification
M/CC/7	NS5 para. 1 bullet 7	19	Amend bullet 7 as follows: <ul style="list-style-type: none"> • A distribution hub and proposals to manage last-mile deliveries within the settlement. Land will be allocated in the masterplan to serve these purposes; • <u>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</u> 	Responding to representation, clarification
M/CC/8	NS5 para. 2	19	Amend as follows: The strategy should will inform masterplan considerations of...	Responding to representation, clarification

Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for or Modification
M/CC/9	NS5 para. 3	19	Amend as follows: "Planning conditions and/or Section 106...consistent with the strategy net zero carbon movement strategy and all component strategies are is in place...operated effectively in perpetuity.	Responding to representation, clarification
M/CC/10	Para. 5.27 bullet 1	20	Amend bullet 1 as follows; ... 'It should demonstrate a connected 15 minute place It should 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 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, required by policy NS3 , and be based on actual routes and not 'as the crow flies'. Further requirements to support 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.	Responding to representation, clarification
M/CC/11	Para. 5.27 bullet 8	21	Amend as follows; <ul style="list-style-type: none"> How travel plans will be used to support and encourage 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 ; 	Responding to representation, clarification
M/CC/12	Para. 5.27 bullet 9	21	Amend bullet 9 as follows; <ul style="list-style-type: none"> "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. That the design and delivery of development will achieve a settlement where residential parking needs can be met by a car parking ratio of one space per home (or less). Where 	Responding to representation, clarification

2 Proposed Modifications

Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for Modification
			<u>this level cannot be shown to be adequate the residential parking strategy will include additional off-plot parking in accordance with local plan policy T13: Parking Provision (or successor policies) to avoid parking littering. It will also set out measures that will be taken to reduce parking demand to target levels, including timescales, so that the additional parking can be reallocated to other uses in the future. This will include monitoring the use of additional parking regularly through remote sensors or traditional surveys to understand demand. This will inform review and, where relevant, update of the measures and consideration of whether parking land can be reallocated. Reviews will take place at least every five years in perpetuity.</u>	
M/CC/13	Para. 5.27 para. 11	21	Amend as follows; <ul style="list-style-type: none"> A last-mile 'last-mile' delivery strategy to manage and co-ordinate the distribution of deliveries within the settlement. This should include enable allocation of a centralised distribution hub (use class B8) with 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. 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> 	Responding to representation, clarification
NS6				
M/CC/14	NS6 para 1	22	Amend NS6 para 1 as follows: : "Proposals should <u>are required to be accompanied by a smart settlement strategy that demonstrates:</u> "	Responding to representation, clarification
M/CC/15	NS6 bullet 2	22	Amend bullet 2 as follows: <ul style="list-style-type: none"> How the new settlement infrastructure will support the ability to upgrade fibre capacity to at least 400Gbps <u>10Gbps</u> with low latency in future <u>and be built in such a way to allow upgrading to 100Gbps and beyond as technology allows;</u> and 	Responding to representation, clarification
M/CC/16	NS6 bullet 3	22	Amend bullet 3 as follows: <ul style="list-style-type: none"> That <u>How</u> site-wide 5G connectivity (or greater) will be available from first occupation across all neighbourhoods <u>delivered across all neighbourhoods, including any land-use</u> 	Responding to representation, clarification

Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for Modification
			<u>implications and the actions that will be taken to increase the likelihood that capacity increases are delivered in tandem with development.</u>	
M/CC/17	NS6 new bullet	22	Add new bullet after para 1 bullet 2 as follows: <ul style="list-style-type: none"> <u>How the new settlement infrastructure will support multiple retail internet service providers to help ensure that broadband connectivity remains affordable for the occupiers of the buildings; and</u> 	Responding to representation, clarification
M/CC/18	NS6 new section	22	Add new para. after para 2 as follows: <p><u>Unless updated by this policy, proposals are also required to meet the requirements of Local Plan policy TI5, or successor policies</u></p>	Responding to representation, clarification
M/CC/19	Para. 5.36	23	Amend as follows: <p>“As very high-capacity telecommunications...the provision of <u>very</u> high-capacity upload and download speeds <u>broadband systems</u> throughout the settlement will be required from first occupation. <u>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. In addition, the infrastructure is also required to support the ability to upgrade fibre capacity to at least 10 Gbps with low latency in future. It is recognised that the demand for, and capacity to deliver, even greater speeds will inevitably increase but that upgrading beyond 10 Gbps is likely to require new technical solutions, such as PON and Backhaul. The system will, therefore, be built in a way that supports these further upgrades to 100 Gbps and beyond as technology allows, for example, by ensuring PONs can be easily accessed and replaced. The broadband infrastructure delivered is required to support multiple retail internet service providers to enable consumer choice and competition, which will help to ensure affordability.</u>”</p>	Responding to representation, clarification
M/CC/20	Para. 5.36 new para.	23	Add new para after para 5.36 as follows: <p>“<u>Applicants will need to show consideration of how mobile connectivity (5G or greater) will be delivered across all neighbourhoods and demonstrate the actions that will be taken to increase the likelihood that capacity increases are delivered in tandem with the development. This will include identifying any land-use implications, such as for masts, and, where</u>”</p>	Responding to representation, clarification

2 Proposed Modifications

Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for Modification
			<u>necessary, making land available. Applicants should also engage early and work closely with mobile network providers to support delivery, including providing formal notification to industry through Mobile UK (or successor body). If delivery of adequate capacity is in doubt applicants should investigate alternative mechanisms, including through dialogue with mobile connectivity specialists within the economic development team of North Yorkshire Council.</u>	
M/CC/21	Para. 5.37 new para.	23	Add new para after para 5.37 as follows: “ <u>Unless updated by this policy, proposals are also required to meet the requirements of Local Plan policy TI5, or successor policies, including in relation to the siting of infrastructure such as masts.</u> ”	Responding to representation, clarification
NS7				
M/CC/22	NS7 para. 1	24	Amend as follows; Proposals should be accompanied are required to be supported by a settlement-wide...The strategy should will take account of reasonable projections...	Responding to representation, clarification
M/CC/23	NS7 para .2	24	Amend as follows: The strategy should is required to reduce greenhouse... accordance with the following energy hierarchy and :	Responding to representation, clarification
M/CC/24	NS7 para. 2 bullet 2	24	Amend bullet 2 as follows; 2. Be clean...including exploring investigating the potential to exploit local energy resources such as including secondary heat (waste heat) from the Allerton Waste Recovery park ;	Responding to representation, clarification
M/CC/25	NS7 para. 3	24	Applicants should are required to consider delivering...with built fabric carbon emission standards above...	Responding to representation, clarification

Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for or Modification
M/CC/26	NS7 new para.	24	Add new section between paras 3 and 4 as follows: <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>	Responding to representation, clarification
M/CC/27	NS7 para. 4	24	Amend as follows: Proposals will...energy is are affordable for...	Responding to representation, clarification
M/CC/28	Para. 5.41 and 5.42	25	Add para 5.42 to the end of para 5.41 and amend former 5.42 as follows: 5.41 As such it will...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 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...power and transport. The strategy should take account...with the 2038 net zero target.	Responding to representation, clarification
M/CC/29	Para. 5.43	25	Amend as follows and add footnotes; In developing the strategy a range of scenarios and technologies should will be tested and the strategy should 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). <u>The strategy will demonstrate regard to the relevant 'Reducing Emissions- Sector Action Plans' within the York and North Yorkshire Routemap to Carbon Negative^{FOOTNOTE 1} 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 LEAP^{FOOTNOTE 2}, seeking to deliver actions aimed at new development.</u> The strategy should will also take advantage of site opportunities to support the local electricity grid	Responding to representation, clarification

2 Proposed Modifications

Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for Modification
			<p>and deliver a high-quality place, provide sufficient development viability to ensure delivery whilst also ensuring affordability for occupiers and users of buildings, in both the short and long term. <u>Further information on affordability is set out below.</u></p> <p><u>FOOTNOTE 1: York and North Yorkshire LEP (2023): York and North Yorkshire's Routemap to Carbon Negative.</u></p> <p><u>FOOTNOTE 2: York and North Yorkshire LEP; City of York Council (2023): North Yorkshire and City of York Local Area Energy Plans.</u></p>	
M/CC/30	Para. 5.45	25	<p>Amend as follows and add footnote;</p> <p>The strategy should <u>is required to</u> reduce greenhouse...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.</u>^{FOOTNOTE} Emissions reductions should...</p> <p><u>FOOTNOTE: 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></p>	Responding to representation, clarification
M/CC/31	Para. 5.48 and 5.49	26	<p>Delete para 5.49 and add the following to the end of para 5.48:</p> <p>5.48 While the Future Homes...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</u>^{FOOTNOTE (EXISTING)} <u>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></p> <p>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 (2019): - 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.</p>	Responding to representation, clarification

Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for or Modification
M/CC/32	Para. 5.50	26	Amend as follows; The council encourages...of a scheme. <u>Where built fabric standards better than the Future Homes and Future Buildings Standards do not form part of a proposed strategy this should be justified with reference to the aims set out above.</u>	Responding to representation, clarification
M/CC/33	New para. after 5.50	26	Add new para, between paras. 5.50 and 5.51 as follows; <u>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>	Responding to Representation - clarification
M/CC/34	New para. after 5.50	26	Add new para between paras 5.50 and 5.51 as follows; Further text for this para is set out in response to other issues below: <u>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>	Responding to representation, clarification
M/CC/35	Para. 5.51	26	Amend as follows; Renewable...in the net-zero-carbon-energy strategy.	Clarification

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Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for Modification
M/CC/36	New para. after 5.51	26	<p>Add new para between paras 5.51 and 5.52 as follows:</p> <p><u>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.</u>^{FOOTNOTE}<u>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.</u></p> <p><u>FOOTNOTE: Telecoms requirements for Maltkiln are set out in policy NS6: Smart Settlement.</u></p>	Responding to representation, clarification
M/CC/37	Para. 5.53 new footnote	26	<p>To reduce...overheating risk ^{FOOTNOTE} matches the...</p> <p><u>FOOTNOTE: Planning policy requirements relating to minimising over-heating risk are set out in policy NS10: Climate Resilience.</u></p>	Responding to representation, clarification
M/CC/38	Para. 5.55	27	<p>Amend as follows;</p> <p>Proposals will need...users of buildings <u>in both the short and long term</u>, both in terms of...</p>	Responding to representation, clarification
M/CC/39	Para. 5.57	27	The council...the <u>York &</u> North Yorkshire Local Enterprise Partnership (LEP) and other...	Responding to representation, correction
NS8				

Proposed Modifications 2

Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for Modification
M/CC/40	NS8 para. 1	28	Amend as follows; Proposals should are required to be accompanied by...	Responding to representation, clarification
M/CC/41	NS8 new bullet	28	Amend to add a new bullet after bullet 2: 'and ' <u>Actions taken to maximise use of biobased construction materials, where appropriate: and...</u>	Responding to representation, clarification
M/CC/42	NS8 para. 2	28	Amend as follows; 'Detailed proposals...applications, will are required to be accompanied by...'	Responding to representation, clarification
M/CC/43	Para. 5.65	29	Amend as follows; The strategy should...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.</u> ^{FOOTNOTE} Circular economy approaches... <u>FOOTNOTE: Further information can be found in: York and North Yorkshire LEP (2021): Circular Biobased Construction in the North East and Yorkshire.</u>	Responding to representation, clarification
M/CC/44	Para. 5.65 new para.	29	Amend para 5.65 and create new paragraph as follows: 5.65 The strategy...later. Circular economy approaches...principles.	Responding to representation, clarification

2 Proposed Modifications

Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for Modification
			<p><u>5.66 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.</u>^{FOOTNOTE}</p> <p><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></p> <p>5.57 While embodied carbon...</p>	
NS9				
M/CC/45	NS9 para 1	30	Amend as follows: "Proposals should are required to be accompanied by..."	Responding to representation, clarification
M/CC/46	NS9 para 2	30	Amend as follows: "Applicants should are required to demonstrate, for example..."	Responding to representation, clarification
M/CC/47	NS9 para 3	30	Amend as follows: "Applicants should are required to demonstrate how proposals..."	Responding to representation, clarification
NS10				
M/CC/48	NS10 para 1	33	Amend as follows: "Proposals should are required to be accompanied by..."	Responding to representation, clarification

Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for Modification
M/CC/49	NS10 para 3 bullet 3	33	Amend as follows: Integration of measures to demonstrate that... safe and operational, including where necessary. <u>These will include trees for shading including, where appropriate, tree-lined streets and, where necessary, the use of building foundations that can accommodate...</u>	Responding to representation, clarification
M/CC/50	NS10 para 3 bullet 4	33	Amend as follows: ... All development will demonstrate consideration of opportunities <u>incorporation of measures, where appropriate,</u> to further reduce water use, including: <u>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	Responding to representation, clarification
M/CC/51	NS10 para 4	33	Amend as follows: "The strategy should <u>will</u> be monitored. The strategy should <u>will</u> be reviewed..."	Responding to representation, clarification
M/CC/52	NS10 para 5	33	Amend as follows: "Applicants should <u>will</u> demonstrate arrangements...Stewardship arrangements should <u>will</u> consider opportunities..."	Responding to representation, clarification
M/CC/53	Para. 5.90	35	Amend as follows; The strategy...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>	Responding to representation, clarification

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Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for Modification
M/CC/54	Para. 5.91	35	Amend as follows; Where necessary, this should include...properties and infrastructure. The following measures...	Responding to representation, clarification
M/CC/55	Para. 5.93	35	Add footnote after 'water stress' as follows: While Yorkshire...water stress ^{FOOTNOTE} forecasting...key objective. <u>FOOTNOTE: The Environment Agency has defined water company areas that are under water stress. The Yorkshire Water area is not currently defined as under water stress. Further information can be found in: Environment Agency (2021): Water Stressed Areas Classification</u>	Responding to representation, clarification
NS11				
M/CC/56	NS11	37	Number paragraphs 1 to 4.	Responding to representation, clarification
M/CC/57	NS11 para. 1 part a.	37	Amend as follows; Ensure that people and property within the development are resilient...impacts of flooding <u>over the lifetime of the development</u> through a strategy...	Responding to representation, clarification
M/CC/58	NS11 para. 1 b. and c.	37	Amend as follows; <u>b. Not increase flood risk elsewhere, and use reasonable opportunities provided by the development to reduce the causes and impacts of flooding.</u> 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.	Responding to representation, clarification

Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for Modification
M/CC/59	NS11 para. 2 part b.	37	Amend as follows; Is based on appropriate further evidence of the...Agency	Responding to representation, clarification
M/CC/60	NS11 para. 2 part e.	37	Amend as follows; Is based on...climate change allowances for the longest time frame available in order to understand how climate change may is expected to affect future flood risk over the lifetime of the development	Responding to representation, clarification
M/CC/61	NS11 para. 2 part f.	37	Amend as follows: Identifies existing...as well as opportunities for the development to reduce flood risk overall and increase resilience.	Responding to representation, clarification
M/CC/62	NS11 para. 4 new bullet	38	Amend to add new bullet between bullets b and c: <u>Ensures safe (ideally dry) access and egress routes are available at all times;</u>	Responding to representation, clarification
M/CC/63	NS11 para. 4 part d.	38	Amend as follows: Takes reasonable opportunities provided by the development and improvements in green blue infrastructure and other infrastructure to reduce wider flood risk and increase resilience the causes and impacts of flooding.	Responding to representation, clarification
M/CC/64	NS11	38	Amend policy to add the following requirements to the end of the policy: <u>5. Proposals are required to meet the requirements of Local Plan policy CC1 (or successor policies) in relation to culverts and canalised watercourses.</u>	Responding to representation, clarification

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Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for or Modification
M/CC/65	Para. 5.100	38	<p>Amend as follows:</p> <p>The Council's strategic flood risk assessment (SFRA)(FOOTNOTE) 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 noteworthy areas at risk of surface water flooding <u>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></p>	Responding to representation, clarification
M/CC/66	Para. 5.102	38	<p>Therefore, <u>in-line with paragraph 159 of the National Planning Policy Framework (NPPF) (2021),</u> this policy seeks to ensure that people and property, including non-water compatible infrastructure, is safe from flooding both now and in the future <u>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..."</p>	Responding to representation, clarification
M/CC/67	Para. 5.103	38	<p>Amend as follows;</p> <p>Paragraph 161 of the <u>NPPF</u> National Planning Policy Framework (NPPF) (2021) requires...</p>	To remove, repetition
M/CC/68	Para. 5.104	39	<p>Amend as follows;</p> <p>In identifying... demonstrates that the allocated <u>allocation</u> site is sequentially acceptable. Further information on the sequential approach <u>This work, including a sequential consideration of site options within the broad location for growth that informed site selection,</u> is set out in... Sequential Assessment ^{FOOTNOTE}. The report firstly summarises how...carried out to inform site selection. <u>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></p>	Responding to representation, clarification

Proposed Modifications 2

Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for Modification
M/CC/69	Para. 5.105	39	<p>Amend as follows;</p> <p>The report explains that...the wider local plan sequential approach <u>used to inform local plan allocations</u> the current assessment would need...(flood zones two and three). However, to reflect updated national policy <u>it also acknowledges that since local plan preparation national policy and guidance on sequential testing have been updated</u> 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. <u>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></p>	Responding to representation, clarification
M/CC/70	Para. 5.107	39	<p>Amend as follows;</p> <p>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.</p> <p><u>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></p>	Responding to representation, clarification
M/CC/71	Para. 5.108	39	<p>Add the following to the beginning of the para 5.108:</p> <p><u>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</u></p>	Responding to representation, clarification

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Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for Modification
			<p><u>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.</u> The Environment Agency will need to be satisfied... prior to further assessment.</p>	
M/CC/72	Para. 5.110	39	<p>Amend as follows;</p> <p>5.110 To ensure resilience over the lifetime of the development in-light of climate change impacts, 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. 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.(34)</p> <p>34 Environment Agency guidance on Flood Risk Assessments: Climate Change Allowances is available at: www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances.</p> <p><u>5.110 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) (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></p>	Responding to representation, clarification
M/CC/73	Para. 5.111	39	<p>Amend as follows;</p> <p><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 (EXISTING)}</p> <p>For peak river flow the 2080s allowances currently provide the longest time frame available. These look the furthest ahead and relate to the period 2070 to 2125 and should be used. Within these the central, Central and upper end allowances...with the upper end used as a sensitivity test ^{FOOTNOTE 2 (EXISTING)}</p>	Responding to representation, clarification

Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for Modification
M/CC/74	Para. 5.112	40	For peak rainfall intensity the 2070s allowances currently provide the longest time frame available. These look the furthest ahead and relate to the period 2061 to 2125 and should be used. Within these the. The upper end allowances should be used for both...additional impacts as a result of urban creep ^{FOOTNOTE 4 (EXISTING)} .	Responding to representation, clarification
M/CC/75	Para. 5.113	40	Amend as follows: The flood risk assessment should also... as well as indicating whether where development could provide opportunities to improve reduce flood risk overall and increase resilience.	Responding to representation, clarification
M/CC/76	Para. 5.114	40	Amend as follows: In-line with...Building Regulations ^{FOOTNOTE 1} and accord with...Agency. <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 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>	Responding to representation, clarification
M/CC/77	Para. 5.114	40	Amend to add the following footnotes: In-line with...Environment Agency. ^{FOOTNOTE 1.FOOTNOTE 2} <u>FOOTNOTE 1: Environment Agency/ CIRIA (2015): The SuDS Manual</u> <u>FOOTNOTE 2: Environment Agency (2018): The Environment Agency's Approach to Groundwater Protection. In particular: Position Statement G13: Sustainable Drainage Systems</u>	Responding to representation, clarification

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Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for Modification
M/CC/78	Para. 5.118	40	Amend as follows; ... The Kirk Hammerton Beck running through, <u>which runs through</u> the new settlement, <u>and other watercourses that may drain the pre-developed site, including those to the north and west of Cattal, is are</u> within the drainage district of the...	Responding to representation, clarification
M/CC/79	Para. 5.120	41	Add the following to the end of para 5.120: <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> <ul style="list-style-type: none"> · <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> 	Respond to representation, clarification
M/CC/80	Para. 5.121	41	Amend as follows; ...Discreet isolated areas...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>	Responding to representation, clarification
M/CC/81	Para. 5.122	41	Amend as follows; The design of...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...addressed.	Responding to representation, clarification

Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for Modification
M/CC/82	Para. 5.123	41	Add new para. after para 5.123 as follows: <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>	Responding to representation, clarification
Chapter 6 : Green and Blue Infrastructure				
NS12				
M/GBI/1	NS12	42	Amend policy wording A Green Blue Infrastructure (GBI) strategy should must be produced to inform each stage of development.	Responding to representation, clarification
M/GBI/2	NS12 bullet b)	42	Amend bullet b) to follows; <u>Respond to the existing natural and historic environment context of the site and Embed embed</u> quality design to create a distinctive sense of place.	Responding to representation, clarification
M/GBI/3	NS12 bullet d)	42	Amend bullet d) as follows; Incorporate SuDS using above-ground above-ground water features to maximise opportunities to benefit people and wildlife;	Responding to representation, clarification
M/GBI/4	NS12 bullet e)	42	Amend bullet e) as follows; ... provide attractive walking and cycling routes <u>for a wide range of non-motorised users</u>	Responding to representation, clarification

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Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for Modification
M/GBI/5	NS12 bullet h)	42	Amend bullet h) as follows; Be delivered and maintained using sustainable resources; and	Typo correction
M/GBI/6	NS12 bullet i)	42	Amend bullet i) as follows; to connect with green infrastructure beyond the settlement boundary <u>into the rights of way network; and.</u>	Responding to Representation, clarification
M/GBI/7	Para. 6.6	43	Additional para. after 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>	Responding to Representation, clarification
M/GBI/8	Para. 6.10 bullet 5	43	Amend bullet 5 as follows; 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; <u>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</u>	Responding to representation, clarification
M/GBI/9	Para 6.10	43	Additional para. after 6.10 (before 6.11) <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>	Responding to representation, clarification
NS13				

Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for Modification
M/GBI/10	Para. 6.16	46	Additional text to end of 6.16 ... <u>providing opportunities to improve water quality through waste water management.</u>	Responding to representation, clarification
M/GBI/11	Para. 6.17	46	Additional para. after 6.16 <u>Local Plan Policy NS2 refers to water quality and requires developers to undertake a thorough risk assessment of the impacts 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)</u>	Responding to representation, clarification
NS14				
M/GBI/12	NS14 bullet 3	47	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>	Responding to representation, clarification
M/GBI/13	Para. 6.18	48	Amend as follows; 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 for Open Space and Village Halls Supplementary Planning Guidance. <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.	Responding to representation, clarification
NS15				
M/GBI/14	Para. 6.21	49	Amend typo Maltkiln <u>Maltkiln</u>	Correction

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Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for Modification
Chapter 7 : Heritage Assets				
NS16				
M/HA/1	NS16	51	Amend the first sentence as follows ...designed in a manner which <u>avoids or</u> minimises impact to the setting ...	Responding to representation, clarification
M/HA/2	NS16	51	Amend the penultimate factor in the second set of bullet points as follows: landscaping, including retention of existing trees and bungalows <u>hedgerows</u>	Responding to representation, correction
M/HA/3	NS16	51	Add the following additional bullet to the second list of bullet points: <u>architectural style, detailing and materials</u>	Responding to representation, clarification
M/HA/4	NS16	51	Add the following additional text to the end of the first bullet in the list of asset specific considerations: ... new development. <u>Keeping buildings below the brow of the hill along the line of Westfield when viewed from the village</u>	Responding to representation, clarification
M/HA/5	Para. 7.5	52	Replace Para 7.5 as follows: 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</u>	Responding to representation, clarification

Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for Modification
			<u>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>	
M/HA/6	Para. 7.6	52	Delete Paragraph 7.6 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.	Responding to representation
M/HA/7	Para. 7.7	52	Add the following to the end of 7.7: The designated heritage assets... 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)."</u>	Responding to representation
NS17				
M/HA/8	NS17	53	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 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). <u>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</u>	Responding to representation

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Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for Modification
			<p><u>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></p> <p><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></p>	
M/HA/9	New para. after 7.9	53	<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>	Responding to representation
M/HA/10	2nd new para after 7.9	53	<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>	Responding to representation
NS21				
M/HA/11	NS21	57	Amend typo in bullet a) Cattle <u>Cattal</u>	Correction
Chapter 8 : Housing				
NS22				
M/H/1	Para. 8.6	59	Amend as follows; The DPD seeks to deliver a garden-village <u>settlement</u> with a distinctive identity where people want to live, work and spend time, providing high quality housing for future residents.	Not officially a Garden Village settlement, reference removed for clarity
NS23				

Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for Modification
M/H/2	Para. 8.14	60	Amend as follows; ... dwellings per annum. <u>(The annual supply figure to be updated in line with annual monitoring.)</u> The impact of affordable housing provision... Local Plan Viability update and CIL viability assessment May 2018."	Responding to representations - clarification
M/H/3	Para. 8.16	60	Amend as follows; 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</u> will be within a range of 20-40% 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>	Responding to representation, clarification
M/H/4	Para. 8.17	61	Amend as follows; The earlier phases have significant infrastructure requirements, as set out in Policy NS1 Development Framework <u>Maltkiln New Settlement Allocation</u> ,	Responding to Representation
M/H/5	Para. 8.17	61	Amend as follows; ... 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>	Responding to representation
NS24				
M/H/6	Para. 8.24	62	Amend Para. 8.24 to read;	Responding to representation

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Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for Modification
			... is provided within Maltkiln. <u>Policy NS3 sets out the master-planning principles.</u>	
M/H/7	Para. 8.26	62	Amend Para 8.26 to read; 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>	Responding to representation - clarification
Chapter 9 : Local Centre				
NS26				
M/LC/1	NS26	65	Amend para 1 as follows: Services and...single centre <u>accessible to all, including users of wheelchairs and mobility scooters</u> , at the heart of... adjacent to the railway line <u>Cattal railway station</u> , well served by...	Responding to representation, clarification
M/LC/2	NS26	65	Amend as follows: ...These should include: <ul style="list-style-type: none"> · 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; 	Responding to representation, clarification

Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for Modification
			<ul style="list-style-type: none"> residential units above retail and commercial premises; uses that support the creation of a night-time economy; extra care 	
M/LC/3	Para, 9.4	66	Amend as follows; ...education, health, retails, community....	Typo
M/LC/4	Para, 9.7	66	Amend para 9.7 as follows: ...facilitate a mixture of fine-grained 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	Responding to representation, clarification
NS28				
M/LC/5	NS28	68	Amend as follows; ...To meet the educational needs of the population of Maltkiln, the following will be requires to be provided as shown on the Development Framework: <ul style="list-style-type: none"> appropriate early years provision one 420 space primary school (2.40ha) with a 52 place nursery one 420 space primary school with a 52 place nursery which includes site for future expansion to 630 including a 78 place nursery(3.50ha) financial contributions and land required towards secondary school provision at Boroughbridge High School or provision of secondary school provision on-site within the safeguarded land shown on the Development Framework whichever is necessary. 	Responding to representation, clarification
M/LC/6	NS28 bullet h	68	Amend bullet h as follows; inclusive accessibility and the siting of building entrances, frontages;	Responding to representation, clarification

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Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for Modification
M/LC/7	NS28 bullet n	68	Amend bullet n as follows: n. any site specific issues e.g. flood risk, biodiversity, protection/enhancement of biodiversity or <u>heritage</u> , air quality	Responding to representation, clarification
M/LC/8	NS28 new bullet q	68	Add an additional criterion to evaluate the location and design of schools to read: q. <u>landscaping and boundary treatment</u>	Responding to representation, clarification
M/LC/9	NS28 para. 3	68	Amend as follows; All proposals for the provision of new schools Development of the new schools should ensure that they conform with and fulfill 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.</u> and must submit a <u>The Council's Education Site Suitability Checklist</u> as part of any planning application <u>should also be completed.</u>	Responding to representation, clarification
M/LC/10	NS28 para. 4	68	Amend as follows; 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>	Responding to representation, clarification
M/LC/11	NS28 para. 5	68	Amend as follows; 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>	Clarification

Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for Modification
MLC/12	Para. 9.17	69	Amend as follows; ...secondary school provision on-site... safeguarded land for a secondary school provision if it is needed.	Terminology amendment, responding to representation
MLC/13	Para. 9.18	69	Amend as follows; ... safeguarded secondary school provision site is not required...	Terminology amendment, responding to representation
MLC/14	Para. 9.20	69	Amend as follows; ...formalised through the use of Community Use Agreements (CUA) a Community Use Policy (CUP) . The use of CUAs CUPs will help...	Factual amendment
NS29				
MLC/15	NS29	70	Delete the following wording : The following social and community infrastructure provision has been identified as being required within Maltkiln: <ul style="list-style-type: none"> • Health care facility incorporating GP consulting rooms, dentist, pharmacy • Flexible community centre/room • Nursery and replace with: <u>The Council will continue to engage with the relevant stakeholders to establish the exact requirements, timing and mechanisms for delivery for social and community infrastructure provision. These facilities are likely to include facilities for, but are not restricted to.:</u> <ul style="list-style-type: none"> • <u>Health care facilities incorporating GP consulting rooms, dentist, pharmacy</u> • <u>Flexible community centre/room nursery</u> 	Responding to representation, clarification

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Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for Modification
M/CL/16	Para. 9.22	70	Typo replace sens with sense	Correction
M/CL/17	Para. 9.23	70	Amend text to refer to ICP; The aim of Maltkiln is to embrace healthy lifestyles and the Council have been working with stakeholders such as the North Yorkshire Clinical Commissioning Group (CCG) ICP (Integrated Care Providers) 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... Working with the CCG ICP , the aim to ensure that the correct health provision is made at the correct time and in correct places.	Factual amendment
Chapter 10 : Access and Movement				
M/AM/1	Para. 10.4		Amend as follows; <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.</u> The transport policies within this section look to deliver the requirements set out in DM4 and reflect the key strategic elements of T11 <u>and look to deliver the requirements of DM4 and NS5.</u>	Clarification
NS30				
M/AM/2	NS30 bullet 3	72	Amend bullet 3 as follows; <ul style="list-style-type: none"> Providing a safe, attractive, integrated and direct network of footpaths and cycleways... 	Responding to representation, clarification
M/AM/3	NS30 bullet 7	73	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</u> to cover all residential area, <u>employment areas, schools, employment sites, the</u> local centre and the rail station.	Responding to representation, clarification

Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for or Modification
M/AM/4	Para, 10.5	73	Amend as follows: 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...	Responding to representation, clarification
M/AM/5	10.7	73	Amend as follows; Maltkiln will be a community where active travel (walking and cycling/ <u>micro-mobility</u>) will be the mode of choice for internal trips.	Responding to representation, clarification
M/AM/6	Para. 10.11	74	Delete Para. 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. and replace with <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>	Responding to representation, clarification
M/AM/7	Para, 10.12	74	Delete 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	Responding to representation, clarification

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Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for Modification
			<p>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.</p> <p>and replace with;</p> <p><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 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></p>	
NS31				
M/AM/8	NS31 bullet 1	75	<p>Amend bullet 1 as follows;</p> <ul style="list-style-type: none"> • 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 	Responding to representation, clarification
M/AM/9	NS31	75	<p>Amend as follows;</p> <ul style="list-style-type: none"> • a 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 green loop to provide a route around the community, linking with Cattal, Kirk Hammerton and Green Hammerton as indicated on the Development Framework • a 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 	Formatting correction

Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for Modification
			<ul style="list-style-type: none"> 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 	
M/AM/10	NS31 bullet 4	75	Amend bullet 4 as follows; <ul style="list-style-type: none"> 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 Development Framework 	Responding to representation, clarification
M/AM/11	NS31 bullet 7	75	Amend bullet 7 to read; <ul style="list-style-type: none"> creation of safe pedestrian and, cycling and horse riding points over the A59. 	Responding to representation, clarification
M/AM/12	Para. 10.13	75	Amend Para 10.13 to read; <p>Walking and cycling should be the natural choice 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 for accessing local...</p>	Responding to representation, clarification
M/AM/13	Para. 10.16	75	Amend last sentence of para 10.16 as follows; <p>... Safe crossing points over the A59 for non-motorised users should be agreed as part of the masterplanning process.</p>	Responding to representation, clarification
NS33				
M/AM/14	NS33	79	Amend as follows; <ul style="list-style-type: none"> 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 	Formatting correction

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Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for Modification
			<ul style="list-style-type: none"> 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 	
M/AM/15	NS33 para 3 bullet 1	79	<p>Amend as follows:</p> <p>Cattal station: The level crossing should be closed and replaced with step-free access to provided to serve the station platforms</p>	Clarification
NS34				
M/AM/16	Para. 10.35	81	<p>Amend as follows:</p> <p>It is important that bus services are provide from first occupation- provided early in the development process so that new residents and those visiting for work or leisure...</p>	Responding to representation, clarification
NS37				
M/AM/17	NS37 para. 4	85	<p>Amend as follows:</p> <p>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;</p> <p><u>A residential parking strategy, as required by policy NS5, identifying measures to be taken to deliver development where residential parking needs can be met by a car parking ratio of one space per home (or less). Where the strategy includes additional parking, these should be off-plot and predominantly not individually unallocated. Off-plot residential parking spaces will be:</u></p> <ul style="list-style-type: none"> <u>Located and designed to reduce the potential for crime and anti-social behaviour;</u> 	Responding to representation, clarification

Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for Modification
			<ul style="list-style-type: none"> • <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> 	
M/AM/18	NS37 para.6	85	Amend as follows; <ul style="list-style-type: none"> • 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 	Formatting correction
M/AM/19	Para. 10.46	85/86	Amend as follows; <p>The level of car parking provided in Maltkiln is an important factor 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 to make more sustainable travel choices. A more restrictive considered approach to residential car parking is important to encourage net zero-carbon travel and 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. Policy NS5: Net Zero Carbon Movement and Active Travel requires a residential parking strategy showing that the design and delivery of development will achieve a settlement where residential parking needs can be met by a car parking ratio of one space per home (or less). Where this level cannot be shown to be adequate the strategy will include additional off-plot parking, in accordance with local plan policy TI3: Parking Provision, alongside measures that will be taken to reduce parking demand to target levels, including timescales, and, following monitoring and review at least every five years, reallocating the additional parking to other uses. Further information on monitoring is set out in policies NS5 and NS6.</p>	Responding to representation, clarification

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Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for Modification
M/AM/20	Para. 10.47	86	Amend as follows; Unallocated parking that serves residential needs should be easily accessible and near to the homes they serve. Where a parking strategy includes parking above the targeted level, the additional parking will predominantly not be allocated to individual dwellings but 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 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. 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.	Responding to representation, clarification
Chapter 11 : Delivery and Phasing Infrastructure Delivery				
M/DP/1	Chapter 11 Title	88	Rename Chapter 11 Delivery and Phasing <u>Infrastructure Delivery</u>	Responding to representation - to provide clarity
M/DP/2	Table 11.1	89	Delete text and move table to IDP	Responding to representation, clarification
M/DP/3	Table 11.1 Row 12	91	Remove row relating to Gas Supply	Responding to representation, clarification
M/DP/4	New Policy NS38	New	Additional Policy as follows; <u>Policy NS38 Infrastructure Delivery</u>	Responding to representation, clarification

Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for Modification
			<p><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 Strategic Allocation.</u></p> <p><u>Applications for development of the Maltkiln New Settlement Strategic 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></p> <p><u>A Strategic Allocation wide Infrastructure Delivery Strategy, a Phasing Strategy and a Financial Appraisal and any other documents deemed necessary by the LPA to demonstrate compliance with this policy should be submitted to the Local Planning Authority for approval as part of the planning application. 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></p> <p><u>Infrastructure Delivery Strategy</u></p> <p><u>The Allocation-wide Infrastructure Delivery Strategy will demonstrate that the development of the Maltkiln New Settlement Strategic Allocation will deliver, in a timely manner, sufficient infrastructure to cater for the needs of the Strategic 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></p> <ul style="list-style-type: none"> • <u>The infrastructure, as set out in the Council's Maltkiln Strategic Allocation Infrastructure Delivery Plan 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> • <u>Sustainable transport measures and other infrastructure requirements, including measures to mitigate impacts upon the local and Strategic Road Network.</u> <p><u>Phasing Strategy</u></p> <p><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></p>	

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Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for or Modification
			<p><u>Financial Appraisal</u></p> <p><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></p> <p><u>Phase specific requirements</u></p> <p><u>To be acceptable, planning applications that cover a phase or part of the Strategic Allocation Area must be accompanied by an application-specific Masterplan and Delivery Statement for approval by the local planning authority that relates to the application site Phase and sets out:</u></p> <p><u>1. Site-specific infrastructure requirements and how these relate and adequately contribute to the Allocation-wide Infrastructure Delivery Strategy;</u></p> <p><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 Spatial Masterplan, Infrastructure Delivery Strategy and to the Phasing Strategy and conform with the policies of the Development Plan; and</u></p> <p><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, if applicable, land reserved for custom or self-build homes).</u></p>	
M/DP/5	New Policy justification	New	<p>Justification text as follows;</p> <p><u>Justification</u></p> <p><u>A comprehensive approach to development of the Maltkin New Settlement Strategic Allocation is required in order to ensure the effective delivery of common infrastructure in a co-ordinated and timely manner.</u></p>	Responding to representation, clarification

Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for Modification
			<p><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. 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 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></p> <p><u>Building upon the information contained within the HDLP IDP, a Maltkiln Strategic Allocation Infrastructure Delivery Plan (IDP) 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 Strategic 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></p> <p><u>The Maltkiln Strategic Allocation Infrastructure Delivery Plan (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></p> <p><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 approved allocation-wide infrastructure delivery strategy, Phasing Strategy and Financial Appraisal 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></p> <p><u>The New Settlement Strategic 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</u></p>	

2 Proposed Modifications

Ref. No	Policy/Paragraph	DPD Page	Proposed Modification	Reason for or Modification
			<p><u>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></p> <p><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></p>	
Monitoring				

Table 2.1 Proposed Modifications

