

## **Appendix - Schedule of Main Modifications**

Ref	Page	Policy/ Paragraph	Main Modification
MM1	6	Objectives	<p>Amend the Sustainable Travel objectives as follows:</p> <p>A network of safe and attractive walking and cycling routes <u>suitable for micro-mobility</u>.</p>
MM2	6	Objectives	<p>Add the following objective below Landscape and open space:</p> <p><u>Historic environment</u></p> <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>
MM3	10	Chapter 3: Site Context	<p>Amend Chapter Title to: Site Context <u>and Policies Map</u></p> <p>Policies Map to be replaced with Map Contained at Appendix 1</p>
MM4	10	Policy NS1	<p>Amend policy wording as follows:</p> <p><del>Policy NS1: Development Framework</del> <u>Policy NS1: Maltkiln New Settlement Allocation</u></p> <p><del>The settlement boundary for Maltkiln is shown on the Policy Map (Figure 1).</del> <u>Maltkiln New Settlement, as shown on the policies map (Map 1), is a strategic allocation for mixed use development.</u></p> <p>As a minimum, Maltkiln must provide:</p> <ul style="list-style-type: none"> <li>· at least 3000 dwellings</li> <li>· 5 hectares of employment land</li> </ul>

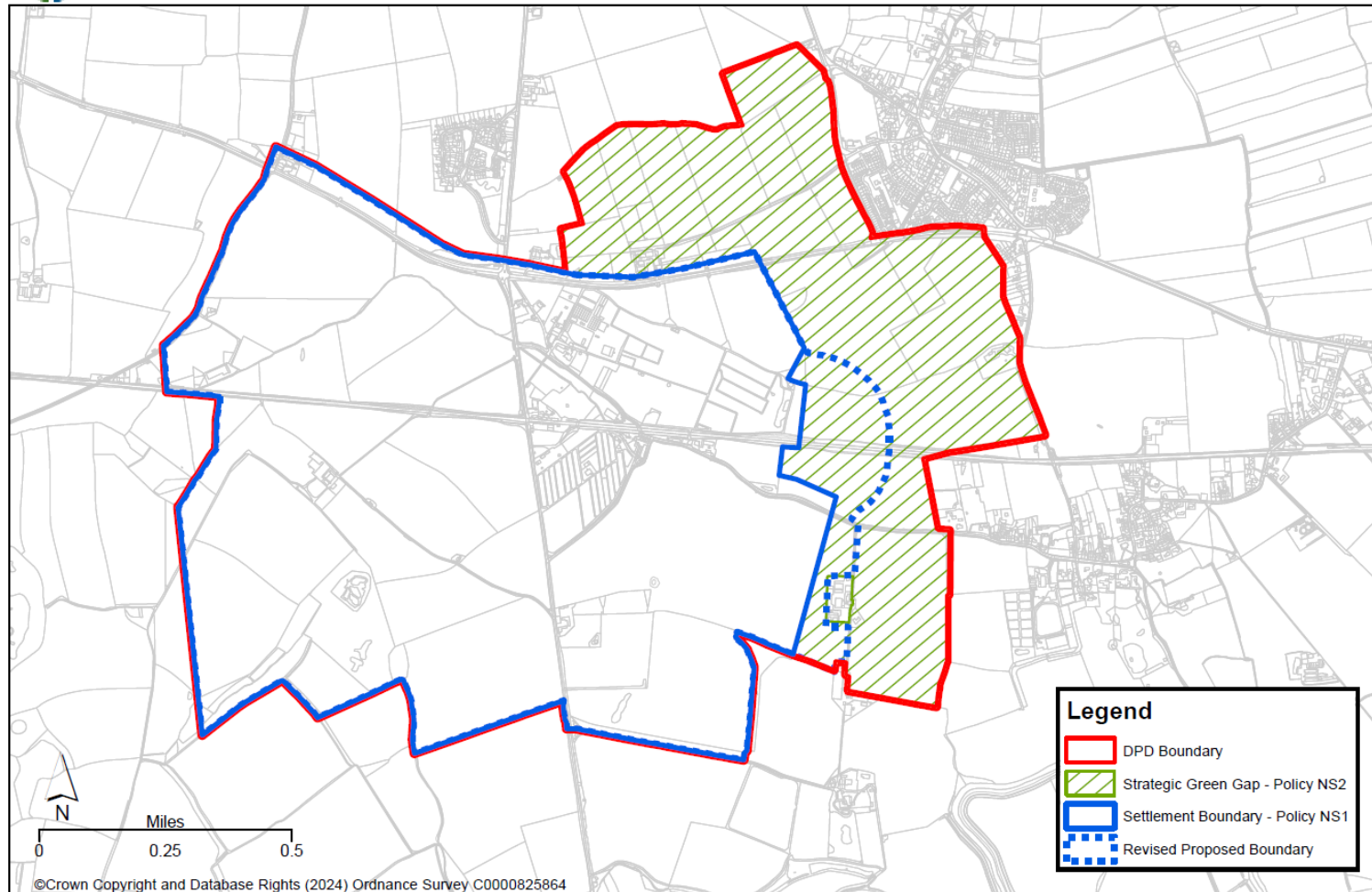
Ref	Page	Policy/ Paragraph	Main Modification
			<ul style="list-style-type: none"> <li>· on site education, health, retail, community and other services and facilities and a local centre</li> <li>· sufficient open spaces and informal and formal recreational facilities</li> <li>· supporting transport infrastructure</li> <li>· appropriate public transport</li> <li>· a comprehensive network of walking and cycling routes <u>suitable for micro-mobility</u></li> <li>· a connected network of green infrastructure</li> <li>· biodiversity enhancements and appropriate landscaping</li> <li>· appropriate measures to mitigate flood risk</li> </ul> <p><u>The boundary of site Maltkiln New Settlement as shown on the policies map, will form the development limit for the new settlement.</u></p> <p><u>A detailed masterplan must shall be prepared for the whole allocated site in line with Policy NS3 and all applications must be consistent with this.</u></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 <del>(Figure 2)</del> <u>(Map 2)</u>.</p>

## Map 1 – Proposed Maltkiln Policy Map

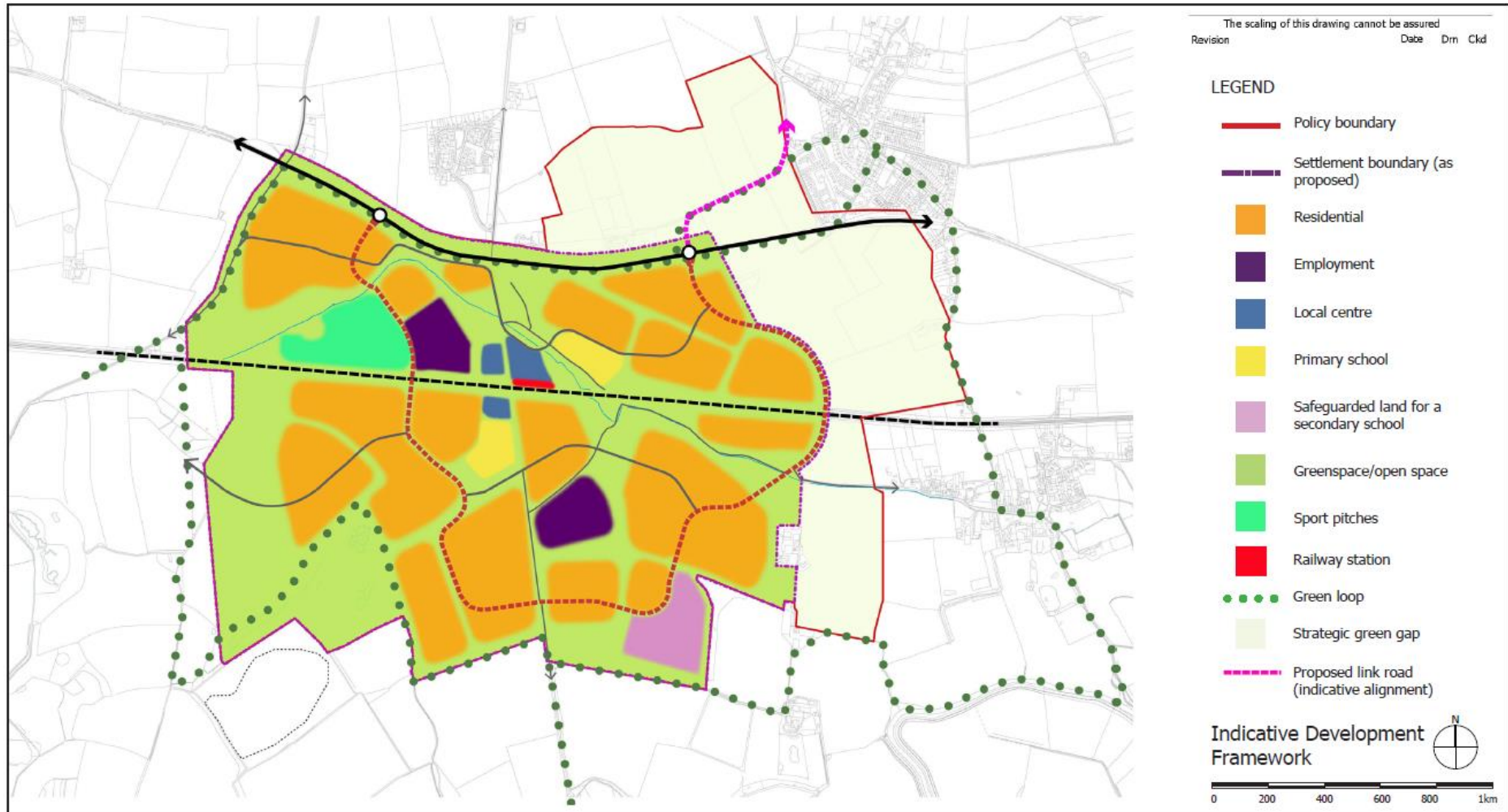


### Proposed Maltkiln Policy Map

Project: New Settlement (Maltkiln) DPD



## Map 2 – Indicative Development Framework



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

Ref	Page	Policy/ Paragraph	Main Modification
MM8	13	Policy NS2	Provision or improvements to public rights of way will be <del>supported in this area</del> <u>provided if necessary.</u>
MM9	14	Policy NS3	<p>A detailed <u>allocation wide</u> master-plan must be produced for the new settlement in conjunction with the <u>Council, local community and other stakeholders</u> and <u>be agreed by the local planning authority</u>. The masterplan must be in accordance with the <del>following</del> design principles <u>below</u> and informed by the <u>indicative Development Framework</u>. <u>Any application for development should be preceded by and consistent with the masterplan.</u></p> <p><u>Master planning should reflect the detailed strategies and assessments required by climate change policies in this DPD to support the delivery of net zero carbon by 2038 and deliver a climate resilient place. The masterplan should be produced in accordance with the following key design principles:</u></p> <ul style="list-style-type: none"> <li><del>• 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;</del></li> <li><del>• 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;</del></li> <li>• A mixed-use local centre should be located directly adjacent to Cattal railway station. Supported by footfall from local employment and high levels of home and hybrid working, the centre should form the 'heart of the community' providing a hub that meets the community's day-to-day needs with a mix of <del>fine-grained</del> employment uses, flexible co-working spaces, education, shops, community services and other facilities;</li> <li><del>• 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;</del> <u>Include land necessary to deliver the 'last-mile' delivery strategy required by policy NS5;</u></li> <li>• 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;</li> </ul>

Ref	Page	Policy/ Paragraph	Main Modification
			<ul style="list-style-type: none"> <li>• The proposed residential neighbourhoods should be developed at a range of densities in order to achieve a diverse mix of housing types and tenures;</li> <li>• Areas at risk of river or surface water flooding now, or expected to be at risk in the future due to climate change, should be incorporated into the green blue infrastructure network <u>in accordance with policy NS11</u>;</li> <li>• 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>;</li> <li>• 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.</li> <li>• <u>Sustainable drainage systems (SuDS) wetland will be integrated for water management, amenity and biodiversity, as part of green blue infrastructure</u>;</li> <li>• Existing site conditions such as the landscape topography should be used to create key <del>visits</del> <u>vistas</u> of the surrounding countryside. Landmarks and gateways should be adopted at prominent locations in order to make visual connections across the development and create a series of integrated neighbourhoods. This should include quality gateways to the north and south of Cattal Station.</li> <li>• There should be a contextual use of edge treatments across the development. Some outer areas should adopt a soft rural edge to <del>intergrate</del> <u>integrate</u> sensitivity into the surrounding landscape, whilst other areas should show urban frontage and interact with key routes through the development.</li> <li>• A number of integrated character areas that complement existing landscape and settlement features should be adopted to ensure that the new settlement is more than a single place;</li> <li>• Layouts and design should minimise the need to use or own private vehicles by encouraging walking and cycling, enabling public transport- including bus provision along primary routes connecting the residential neighbourhoods to the local centre and strategic destinations, and recognising the changing scope of mobility to accommodate car clubs, on-demand travel and micro-mobility-such as scooters, cargo bikes and mobility vehicles;</li> <li>• Development that delivers <del>walkable neighbourhoods and a 15 minute — a place where most day-to-day trips from residents homes can be achieved on foot</del> <u>a walkable and connected 20-minute neighbourhood, as required by policy NS5</u>;</li> <li>• <u>Provision of a clear design vision to create high quality and sustainable buildings and places.</u></li> </ul>



Ref	Page	Policy/ Paragraph	Main Modification
			<ul style="list-style-type: none"> <li>• Legible walking and cycling routes providing safe and direct connections to key destinations within the settlement and beyond;</li> <li>• <u>Provision of a network of connected walking and cycling routes suitable for recreational trips of varying lengths that include connections to key open space within the settlement, the surrounding countryside and Green Hammerton, Kirk Hammerton and Cattal.</u></li> <li>• <u>The layout and design should respond to, protect, and enhance, the historic and natural environment.</u></li> </ul> <p>Design Codes will be required to be prepared and submitted as part of detailed planning applications for the Local Centre and every phase of the development.</p> <p><u>The masterplan <del>should</del> shall also be informed by a Health Impact Assessment.</u></p>
MM10	15	Policy NS3 Para 4.11	<p>The approach to masterplanning at the new settlement will not just be concerned with urban form but instead will seek to integrate a place making framework that will promote a distinct identity and strong sense of place. It aims to facilitate the creation of a <u>healthy, thriving, resilient and cohesive</u> community that sits comfortably within its context and is well integrated with the surrounding landscape and existing local settlements. <u>With a network of connected walking and cycling routes which will involve land outside of the boundary of the settlement. An appropriate delivery mechanism will be explored in partnership with the relevant stakeholders.</u></p>
MM11	15	Policy NS3 Justification	<p><u>The policy requirement for a masterplan will carry significant weight in the determination of a planning application. When the masterplan for a site is endorsed by the Council, the masterplan will be a material planning consideration in the determination of any planning application.</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
MM12	17	Policy NS4	Proposals <del>should</del> <u>are required to</u> demonstrate how Maltkiln supports delivery of net zero carbon by 2038 across all development phases through preparation of detailed strategies that accord with the climate change policies in this DPD. The net zero ambition includes targeting operational emissions from buildings, transport, infrastructure and business uses as well as embodied emissions throughout their life-cycle.
MM13	19	Policy NS5 Para 1	Proposals <del>should</del> <u>are required to</u> be accompanied by a settlement-wide <b>net zero carbon movement strategy</b> to demonstrate that the new settlement will include all transport measures necessary to achieve net zero carbon movement and that net <del>carbon</del> zero <u>carbon</u> movement is enabled from first occupation. This will include, but not be limited to, the following components, with further detail provided in the justification text below:
MM14	19	Policy NS5 Para 1 Bullet 2	<ul style="list-style-type: none"> <li>Site-wide infrastructure will recognise and support the changing scope of mobility and demonstrate a <u>walkable and connected 15-minute place 20-minute neighbourhood</u>. It should be designed around the following sustainable hierarchy of road users, whereby the development is highly permeable at the top of the hierarchy and more restricted at the bottom: <ol style="list-style-type: none"> <li>1. Walking,</li> <li>2. Cycling/micromobility,</li> <li>3. Public transport,</li> <li>4. On-demand transport,</li> <li>5. Private vehicles;</li> </ol> </li> </ul>
MM15	19	Policy NS5 Para 1 Bullet 4	<ul style="list-style-type: none"> <li>A settlement-wide <u>Framework Travel Plan</u> and subsidiary travel plans tailored to different character areas within the settlement that <del>respond to the needs of different demographic groups</del> and demonstrate how use of non-car infrastructure will be supported and encouraged <u>in order to meet sustainable travel targets</u>. Further requirements for travel plans are set out in policy NS30; <del>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;</del></li> </ul>

Ref	Page	Policy/ Paragraph	Main Modification
MM16	19	Policy NS5 Para 1 Bullet 5	<ul style="list-style-type: none"> <li><del>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;</del></li> <li><u>A residential parking strategy showing how the design and delivery of development Maltkiln will seek to achieve the ambition of a settlement where residential parking needs can be met by a car parking ratio of one space per home (or less). The strategy will provide levels in-line with Highway Authority standards unless it can be demonstrated that fewer spaces will be sufficient. Where provision of more than one space per home is proposed the strategy will:</u> <ol style="list-style-type: none"> <li><u>Seek to deliver a maximum of one space per home on-plot, where possible, with further additional spaces predominantly unallocated and delivered off-plot to enable future re-allocation of the spaces to other uses if appropriate;</u></li> <li><u>Include measures with timescales to encourage reductions in parking demand to levels in-line with the ambition;</u></li> <li><u>Include mechanisms to monitor use of the additional off-plot spaces to inform periodic review of whether they continue to be needed;</u></li> <li><u>Where review has demonstrated additional off-plot spaces are no longer required, ensure land is reallocated to non-car parking use;</u></li> <li><u>Further requirements for off-plot residential parking are set out in policy NS37;</u></li> </ol> </li> </ul>
MM17	19	Policy NS5 Para 1 Bullet 6	<ul style="list-style-type: none"> <li>All homes <del>should</del> <u>will</u> include minimum 7kW smart electric vehicle charging on plot or within parking areas. Minimum 150kW charging infrastructure should be provided within the public realm or settlement centre, it should be positioned to be subservient to non-car modes and designed to avoid clutter in the public realm;</li> </ul>
MM18	19	Policy NS5 Para 1 Bullet 7	<ul style="list-style-type: none"> <li><del>A distribution hub and proposals to manage last mile deliveries within the settlement. Land will be allocated in the masterplan to serve these purposes; and</del></li> </ul>

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			<ul style="list-style-type: none"> <li>A 'last mile' strategy to manage and co-ordinate the distribution of deliveries within the settlement. <u>Land necessary to deliver the strategy, for example land for a centralised distribution hub, will be identified on the masterplan required by policy NS3; and</u></li> </ul>
MM19	19	Policy NS5 Paras 2 and 3	<p>The strategy <del>should</del> <u>will</u> inform masterplan considerations of land uses, densities and connectivity.</p> <p>Planning conditions and/or Section 106 agreements will be used to ensure the infrastructure and service provision consistent with the <del>strategy</del> <u>net zero carbon movement strategy and all component strategies are</u> is in place from first occupation, and that it will be operated <u>effectively</u> in perpetuity.</p> <p>Detailed proposals, including reserved matters applications, will demonstrate how they comply with the settlement-wide strategy.</p>
MM20	20	Para 5.27 Bullet 1	<ul style="list-style-type: none"> <li>A hierarchy of road users: walking; cycling/micromobility; public transport; on-demand transport; and private vehicles. <del>It should demonstrate a connected 15 minute place</del> <u>It will demonstrate a walkable and connected 20-minute neighbourhood</u> that is highly permeable at the top of this hierarchy and more restricted at the bottom. In the context of the new settlement <del>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.</del> This should be tested in the masterplan, <u>required by policy NS3, and be based on actual routes and not 'as the crow flies'. Further requirements to support the delivery of a 20-minute neighbourhood are set out across the DPD, in particular in policies NS30: Sustainable Travel and Connectivity and NS31: Walking and Cycling;</u></li> </ul>
MM21	21	Para 5.27 Bullet 8	<ul style="list-style-type: none"> <li>How <u>travel plans will be used to support and encourage</u> use of non-car infrastructure <del>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.</del> Further requirements for travel plans are set out in policy NS30: <u>Sustainable Travel and Connectivity;</u></li> </ul>

Ref	Page	Policy/ Paragraph	Main Modification
MM22	21	Para 5.27 Bullet 9 and new paras following Para 5.27	<ul style="list-style-type: none"> <li><del>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.</del></li> <li><u>A residential parking strategy showing how the design and delivery of development Maltkiln will seek to achieve the ambition of a settlement where residential parking needs can be met by a car parking ratio of one space per home (or less). Further information is set out below.</u></li> </ul> <p><u>5.XX To deliver on the vision that Maltkiln will be a place where people are not dependent on a car, the DPD requires the prioritisation of sustainable modes of travel and the provision of footpaths and cycleways, high-quality bus provision and enhanced railway station facilities early in the development as well as a car club and shared mobility schemes. To compliment and support these approaches, the net zero carbon movement strategy will include a residential parking strategy showing how the design and delivery of development Maltkiln will seek to achieve the ambition of a settlement where residential parking needs can be met by a car parking ratio of one space per home (or less). It is recognised that the ability to meet the ambition for parking levels may vary across Maltkiln depending on the location and timing of development.</u></p> <p><u>5.XX While the parking strategy will set out measures intended to achieve the <del>target</del> ambition of one space per home (or less), to ensure adequate provision it will provide higher levels in-line with Highway Authority standards unless it can be demonstrated that fewer spaces will be sufficient. If the number of spaces proposed are above the targeted level the additional spaces should, where possible, be delivered in a manner that allows the space to be re-allocated to non-parking uses at a later date if they are no longer required so that the targeted levels may be met.</u></p> <p><u>5.XX To achieve this, the strategy will seek to deliver a maximum of one space per home on-plot with further additional spaces predominantly unallocated and delivered off-plot. Reducing the importance of on-plot parking in the design process will also allow other urban design objectives to play a bigger role in the</u></p>

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			<p><u>design of streets and neighbourhoods. However, it is recognised that in some circumstances it may not be possible to design a plot with only one on-plot parking space and further on-plot parking may be appropriate. These circumstances should be reduced as far as possible through good design with the aim that, across the development as a whole, most homes with on-plot parking have no more than one on-plot space.</u></p> <p><u>5.XX The strategy will include mechanisms to monitor use of the additional off-plot parking spaces through remote sensors or frequent traditional surveys to understand demand. It will set out how this will inform periodic review of whether they continue to be needed and ensure that, if no longer required for parking, land is reallocated to non-car parking use.</u></p>
MM23	21	Para 5.27 Bullet 11	<ul style="list-style-type: none"> <li>• A last-mile 'last mile' delivery strategy to <u>manage and</u> co-ordinate the distribution of deliveries within the settlement. This should include <u>enable allocation of a centralised distribution hub (use class B8) with</u> onward deliveries made by foot, cargo-bikes or micro mobility as well as electric vehicles <u>(in-line with the sustainable transport hierarchy) and provide easily accessible</u> <del>The settlement centre should include provision of drop off and collection facilities.</del> <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></li> </ul>
MM24	22	Policy NS6	<p><del>Proposals will demonstrate</del> <u>are required to be accompanied by a smart settlement strategy that demonstrates:</u></p> <ul style="list-style-type: none"> <li>• <del>How very high capacity (at least 1Gbps) fibre broadband systems will be made available to all buildings from first occupation;</del></li> <li>• <u>How the broadband infrastructure necessary to enable very high capacity (at least 1Gbps) fibre systems to all buildings from first occupation will be provided;</u></li> <li>• <del>How the new settlement infrastructure will support the ability to upgrade fibre capacity to at least 100 Gbps with low latency in future; and</del></li> <li>• <u>How broadband infrastructure will support the delivery of fibre capacity of 10 Gbps with low latency in future and be built in such a way as to facilitate upgrading to 100 Gbps and beyond as technology allows;</u></li> </ul>

Ref	Page	Policy/ Paragraph	Main Modification
			<ul style="list-style-type: none"> <li>• <u>How broadband infrastructure will support multiple retail internet service providers to help ensure that broadband connectivity remains affordable for the occupiers of the buildings; and</u></li> <li>• <del>That site-wide 5G connectivity (or greater) will be available from first occupation across all neighbourhoods.</del></li> <li>• <u>How all reasonable steps to facilitate delivery of the infrastructure necessary to provide site-wide 5G (or greater) mobile connectivity from first occupation across all neighbourhoods will be taken.</u></li> </ul> <p>Detailed proposals, including reserved matters applications, will also incorporate suitable building scale smart infrastructure.</p> <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>
MM25	23	Para 5.36 and new para following 5.36 and new para following 5.37	<p>5.36 As very high capacity telecommunications are necessary to secure each of the climate change priorities, <del>the provision of high capacity upload and download speeds throughout the settlement will be required from first occupation.</del> <u>proposals are required to be supported by a smart settlement strategy demonstrating how the broadband infrastructure necessary to enable very high capacity fibre systems to all buildings from first occupation will be provided. Since 2022 Part R of the Building Regulations has sought delivery of systems capable of 1Gbps. Broadband infrastructure at Maltkiln is required to deliver these speeds, as a minimum, through fibre to the premises (FTTP)- as set out in Local Plan policy TI5. The strategy will also demonstrate how broadband infrastructure will support the delivery of fibre capacity of 10 Gbps with low latency in future, in particular if these systems become available without additional developer costs. It is recognised that the demand for, and capacity to deliver, even greater speeds will inevitably increase but that delivery of speeds beyond 10 Gbps is likely to require new technical solutions, such as PON and Backhaul. The strategy will, therefore, demonstrate how broadband infrastructure will be built in such a way as to facilitate upgrading to 100 Gbps and beyond as technology allows, for example, by ensuring PONs can be easily accessed and replaced. Broadband infrastructure is required to support multiple retail internet service providers to enable consumer choice and competition, in order to help to ensure affordability for users.</u></p>

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			<p><u>5.XX In addition to broadband infrastructure, mobile connectivity (5G or greater) infrastructure providing sufficient capacity will also be vital to ensuring that very high capacity telecommunications are enabled at Maltkiln. While the delivery of mobile connectivity infrastructure falls to mobile network operators, smart settlement strategies are required to demonstrate how applicants will take all reasonable steps within their control to facilitate delivery of the infrastructure necessary to provide site-wide 5G (or greater) mobile connectivity from first occupation across all neighbourhoods. This should include but not necessarily be limited to engaging early and working closely with mobile network providers to support delivery, including providing formal notification through the industry body, Mobile UK (or successor body); identifying any land-use implications, such as for masts, and, where necessary, making suitable land available; and dialogue with mobile connectivity specialists at North Yorkshire Council, if necessary.</u></p> <p>5.37 In support of the approach, detailed proposals will incorporate suitable building-scale smart infrastructure, such as smart energy and water meters that can provide real-time usage and cost information to occupants and suppliers, and the telecoms equipment necessary to enable these.</p> <p><u>5.XX Unless updated by this policy, proposals are also required to meet the requirements of Local Plan policy TI5: Telecommunications, or successor policies, including in relation to the siting of infrastructure such as masts.</u></p>
MM26	24	Policy NS7 Para 1	<p>Proposals <del>should be accompanied</del> <u>are required to be supported</u> by a settlement-wide <b>net zero carbon energy strategy</b> which demonstrates the integration of heat, power and transport. The strategy <del>should</del> <u>will</u> take account of reasonable projections of energy demand across development phases and demonstrate emissions reductions in-line with the 2038 net zero target.</p>
MM27	24	Policy NS7 Para 2 Bullets 2, 3, 4 and 5	<p>The strategy <del>should</del> <u>is required</u> to reduce greenhouse gas emissions in all buildings and infrastructure in operation and minimise both annual and peak energy demand in accordance with the <del>following</del> energy hierarchy <u>and</u>:</p> <ol style="list-style-type: none"> <li>1. <b>Be lean:</b> use less energy and manage energy demand during operation, including residual energy demand, including through use of passive design measures.</li> <li>2. <b>Be clean:</b> generate and use energy efficiently, demonstrating how opportunities to supply and use energy efficiently and cleanly have been realised, including <del>exploring</del> <u>investigating the potential to</u></li> </ol>



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

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

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			<p>power and be informed by the National Model Design Code guidance on passive design, form, microclimate and orientation.</p> <p><u>Footnote 1: Policy CC4 of the Harrogate District Local Plan 2014-2035 defines the energy hierarchy as: 1 Energy reduction; then 2 Energy efficiency; then 3 Renewable energy; then 4 Low carbon energy; then 5 Conventional energy.</u></p>
MM33	25	Para 5.46	<p>5.46 Nearly half of UK annual carbon emissions are attributable to buildings. Beyond passive design measures, <u>buildings can also contribute to reducing annual energy demand, thereby further reducing emissions, by using power more efficiently through</u> <del>emissions from buildings can be reduced through buildings that use power more efficiently as a result of</del> higher-quality construction methods and greater levels of insulation.</p>
MM34	26	Paras 5.48 and 5.49	<p>5.48 While the Future Homes and Future Buildings Standards will secure more efficient development, initially emitting around 80% less carbon (14) and becoming net zero on decarbonisation of the grid, it is likely that the residual energy demand of these buildings will still be significant. Reducing the energy demand of homes by building to the Passive House standard would reduce the overall energy needs of the settlement and contribute to a net zero carbon energy system whilst also reducing the likelihood of needing expensive upgrades to the electricity grid. <u>Achieving the Passive House heat demand target of &lt;15kWh/m2/year is likely to cost more than constructing a home to the Future Homes Standard. However, research by the Passivhaus Trust <sup>(Footnote 1)</sup> 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><del>5.49 Building to this standard may cost more than the baseline cost of constructing a home to the Future Homes Standard. However, research by the Passivhaus Trust <sup>(Footnote 1)</sup> suggests that building to higher standards, such as Passive House which sets a heat demand target of &lt;15kWh/m2/year, can cost only modestly more than a typical property.</del></p> <p>Footnote 1: Passivhaus Trust (2019): Passivhaus Construction Costs.</p>

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

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

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

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			authority. Developers will use the results to inform the design and construction of later properties in order to reduce any performance gap issues identified.
MM41	27	Para 5.55	5.55 Proposals will need to set out how energy systems...Proposals will also need to demonstrate that chosen systems will be affordable for the occupiers and users of buildings <u>in both the short and long term</u> , both in terms of energy costs but also any other costs they would be required to pay, such as management fees and costs of maintenance.
MM42	28	Policy NS8	<p>Proposals <del>should</del> <u>are required to</u> be accompanied by a settlement-wide <b>embodied carbon, circular economy and life-cycle emissions strategy</b> to demonstrate:</p> <ul style="list-style-type: none"> <li>• Actions taken to reduce embodied carbon throughout the whole life-cycle of development;</li> <li>• Actions taken to maximise opportunities for re-use and the development of circular economies; <del>and</del></li> <li>• <del>Circular economy approaches that are based on a clear set of defined principles and inform development at all stages.</del></li> </ul> <p><u>This will include:</u></p> <ul style="list-style-type: none"> <li>• <u>Use of biobased construction materials, where appropriate, and investigation of actions to maximise their use, where feasible; and</u></li> <li>• <u>Circular economy approaches that are based on a clear set of defined principles and inform development at all stages.</u></li> </ul> <p>Detailed proposals, including reserved matters applications, <del>will</del> <u>are required to</u> be accompanied by an <b>embodied carbon, circular economy and life-cycle emissions strategy</b> for each stage of development. The strategy will:</p> <ul style="list-style-type: none"> <li>• Respond to relevant elements of the settlement-wide strategy. These should be reviewed against latest best practice and delivery demonstrated, unless review indicates that alternative approaches delivering greater carbon savings should be followed and delivery of these are demonstrated instead;</li> <li>• Include a site-wide emissions audit and a whole life-cycle emissions assessment based on a nationally recognised standard, such as BS EN 15978, and methodology, such as RICS Whole Life Carbon Assessment for the Built Environment, or successors; and</li> </ul>

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			<ul style="list-style-type: none"> <li>Demonstrate how reductions in embodied emissions and use of resources will be maximised throughout the whole life-cycle of the buildings and/or infrastructure and how development will contribute to circular economies.</li> </ul>
MM43	29	Para 5.65	<p>5.65 The strategy should set out how the new settlement will contribute to the development of circular economies, including reusing materials during construction and providing materials that are easily reused later. <u>Biobased construction materials are generally derived from plant matter that has been processed into a functional product. Use of these materials is an effective way to decarbonise construction and support circular economies. When sourced locally, use of these materials can also reduce transport emissions. Strategies should investigate and, where appropriate, maximise use of biobased materials and support local biobased supply chains</u> <sup>(footnote)</sup>. <del>Circular economy approaches should inform development at all stages and be based on clearly defined principles.</del></p> <p><u>Footnote: Further information can be found in: York and North Yorkshire LEP (2021): Circular Biobased Construction in the North-East and Yorkshire.</u></p> <p><u>5.XX Circular economy approaches should inform the design and delivery of development at all stages and be based on clearly defined principles, including encouraging more circular lifestyles within Maltkiln. A circular settlement is one that makes use of circular economy principles throughout the community, for example, in homes, businesses and facilities, including schools.</u> <sup>(Footnote)</sup></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>
MM44	30	Policy NS9	<p>Proposals <del>should</del> <u>are required to</u> be accompanied by a settlement-wide <b><u>inclusive flexible living and flexible working strategy</u></b> which demonstrates how <u>inclusive living and flexible working</u> will be enabled to <del>maximise opportunities</del> through the design of homes and the provision of facilities and services. The strategy will <u>seek to maximise opportunities for flexible working and include</u>, but not be limited by the following:</p> <ul style="list-style-type: none"> <li><del>All homes will, as a minimum, meet the Nationally Described Space Standards;</del></li> </ul>



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			<ul style="list-style-type: none"> <li>A mix of house types, sizes and tenures that <del>ensures a diverse and multi-generational community and meets the changing needs of residents over time – in line with policy NS22: Housing Mix and Density;</del> <u>enable DPD housing policies (NS22, NS23, NS24, NS25) to be met.</u></li> <li>Provision of flexible co-working spaces (including within use classes B and E) within the local centre, based on an assessment of likely demand. This will include identification of sufficient land on the site-wide masterplan to meet expected demand and accommodate future expansion. Demand should be reappraised at least every five years;</li> <li>Provision of retail, services and community facilities within the local centre, based on an assessment of likely demand. This will include identification of sufficient land on the site-wide masterplan to meet expected demand and accommodate future expansion. Demand should be reappraised at least every five years;</li> <li>Measures that will be used to encourage smaller shops, flexible pop-up space, and facilities to support day-to-day living without needing to use a car.</li> </ul> <p>Applicants <del>should</del> <u>are required to</u> demonstrate, for example through partnerships or a business plan, how the flexible co-working spaces, retail, services and community facilities will be secured from first occupation; how demand will be monitored; how space will be used flexibly and be reallocated to other non-residential uses, if necessary; and long-term stewardship measures. Stewardship arrangements should consider opportunities for community representation and/or ownership.</p> <p>Applicants <del>should</del> <u>are required to</u> demonstrate how proposals contribute to delivery of the strategy.</p>
MM45	30 to 31	Paras 5.72 to 5.75	<p>5.72 Residents working within Maltkiln but remotely from an employer's business premises away from the settlement will help to reduce carbon emissions as well as reducing energy demand associated with commuting, therefore, proposals should be accompanied by a settlement-wide <u>inclusive flexible</u> living and <u>flexible</u> working strategy which demonstrates how flexible working will be enabled to maximise opportunities through the design of homes and the provision of facilities and services.</p> <p><del>5.73 More flexible working locations will place greater demands on how homes are used and the amount of space needed, therefore all homes are required to meet, as a minimum, the Nationally Described</del></p>

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

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MM48	31	Para 5.81	5.81 Proposals will need to set out how the provision of co-working spaces and retail, services and community facilities will be secured from first occupation; how <u>and when</u> demand will be monitored and how this would trigger expansion or re-allocation to other non-residential uses when necessary...
MM49	33	NS10 Para 1	Proposals <del>should</del> <u>are required to</u> be accompanied by a settlement-wide climate resilience strategy that identifies and addresses locally specific climate change impacts expected to arise under credible predictions of reasonable worst-case climate scenarios.
MM50	33	NS10 Para 3 Bullets 3 and 4	<ul style="list-style-type: none"> <li>Integration of measures to demonstrate that infrastructure and open space and other areas within the public realm will not overheat and will remain safe and operational, <del>including where necessary. These will include trees for shading including, where appropriate, tree-lined streets and, where necessary,</del> <u>the use of building foundations that can accommodate the growth of large shade giving trees close to properties and infrastructure;</u></li> <li>As a minimum, all dwellings will meet the tighter Building Regulations water efficiency standard of 110 litres/person/day and all other development will meet the BREEAM <sup>(Footnote)</sup> 'Excellent' standard <u>(or any future national equivalent)</u> for non-domestic buildings in respect of water use. All development will demonstrate <del>consideration of opportunities</del> <u>incorporation of measures, where appropriate, to further reduce water use, including: water sensitive landscapes and public spaces that minimise potable water use,</u> rainwater harvesting, making use of smart infrastructure and use of water efficient appliances.</li> </ul> <p>Footnote: Building Research Establishment Environmental Assessment Method</p>
MM51	33	NS10 Paras 4 and 5	<p>The strategy <del>should</del> <u>will</u> be monitored. The strategy <del>should</del> <u>will</u> be reviewed in-light of monitoring information and changing baseline conditions and, where necessary, updated at least every five years.</p> <p>Applicants <del>should</del> <u>will</u> demonstrate arrangements for management and stewardship of measures in perpetuity, where necessary, including responsibility for monitoring and review of the strategy. Stewardship arrangements <del>should</del> <u>will</u> consider opportunities for community representation and/or ownership.</p>

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MM52	35	Paras 5.90 to 5.91	<p>5.90 The strategy will need to integrate measures to demonstrate that infrastructure and open space and other areas within the public realm will not overheat and will remain safe and operational. <u>Measures will need to include trees for shading, ensuring that planting will provide adequate cooling in the necessary timeframe. Streets should be tree-lined unless it can be demonstrated this would be inappropriate. The strategy should include, where necessary, use of building foundations that can accommodate the growth of large shade giving trees close to properties and infrastructure.</u></p> <p>5.91 <del>Where necessary, this should include use of building foundations that can accommodate the growth of large shade giving trees close to properties and infrastructure.</del> The following measures should also be considered and incorporated into place-making, where appropriate:</p> <ul style="list-style-type: none"> <li>• Use of green blue infrastructure, such as green walls and trees, and sustainable drainage systems (SuDS) to keep spaces cool and usable during extreme weather,</li> <li>• Maximising the multifunctionality of green blue infrastructure, for example, where appropriate combining climate resilience functions with providing opportunities for recreation and delivering biodiversity net gain,</li> <li>• Plant species chosen for their suitability to projected climate scenarios,</li> <li>• Securing sufficient modal shift to allow reallocation of car parking space (see policy NS5) to create space to manage water, high temperatures, provide biodiversity and food growing opportunities,</li> <li>• Spaces and streets with year-round high-quality microclimates, including use of “cool materials” and shading, and</li> <li>• Publicly accessible “cool buildings” for respite.</li> </ul>
MM53	35	Para 5.93	<p>While Yorkshire is not currently under water stress <sup>(Footnote 1)</sup>, forecasting of supply and demand in Yorkshire Water's latest adaptation plan <sup>(Footnote 2)</sup> shows that declining availability of water due to climate change coupled with increasing demand due to population and economic growth will result in a deficit by the 2030s unless action is taken...</p>

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			<p><u>Footnote 1: The Environment Agency has defined water company areas that are under serious water stress. The Yorkshire Water area is not currently defined as under serious water stress. Further information can be found in: Environment Agency (2021): Water Stressed Areas Classification</u></p> <p>Footnote 2: Yorkshire Water (2021): Adaptation Report 2020/21</p>
MM54	37	Policy NS11 Para 1	<p>Proposals are required to achieve the following overarching requirements:</p> <ul style="list-style-type: none"> <li>a. Ensure that people and property <del>within the development</del> are resilient to the impacts of flooding <u>over the lifetime of the development</u> through a strategy that avoids development on land at risk of flooding;</li> <li><del>b. Not increase flood risk, use reasonable opportunities provided by the development to reduce flood risk; and</del></li> <li><del>c. Not reduce resilience to the impacts of flooding, use reasonable opportunities provided by the development to increase resilience.</del></li> <li>b. <u>Not increase flood risk elsewhere, and use reasonable opportunities provided by the development to reduce the causes and impacts of flooding.</u></li> </ul>
MM55	37	Policy NS11 Para 2 Bullets b, e and f	<p>The design and development of proposals are required to be based on a detailed site-specific flood risk assessment that:</p> <ul style="list-style-type: none"> <li>b. Is based on appropriate <u>further</u> evidence of the flood risk characteristics of the Kirk Hammerton Beck and its tributaries to the satisfaction of the Environment Agency;</li> <li>e. Is based on appropriate up-to-date climate change allowances <del>for the longest time frame available</del> in order to understand how climate change <del>may</del> <u>is expected to</u> affect future flood risk <u>over the lifetime of the development</u>: <ul style="list-style-type: none"> <li>• Peak river flow: The central allowance should be used. In addition, the upper end allowance should be used as a credible maximum scenario for sensitivity testing;</li> <li>• Peak rainfall intensity: The upper end allowances plus a further allowance for urban creep should be used for both the 1 in 30 year and 1 in 100 year rainfall events; and</li> </ul> </li> </ul>

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			f. Identifies existing vulnerabilities to flooding both on-site and in the immediate vicinity, as well as opportunities for the development to <u>reduce flood risk overall and</u> increase resilience.
MM56	38	Policy NS11 Para 4 Bullets b, c and d	<p>The design and development of proposals are required to be in accordance with an approved masterplan that is based on an acceptable site-specific flood risk assessment and achieves the following detailed requirements:</p> <ul style="list-style-type: none"> <li>a. No development on land currently at risk of river flooding (flood zones two and three) or currently expected to be at risk as a result of climate change. These areas should remain undeveloped and be incorporated into the green blue infrastructure network;</li> <li>b. No development on land with a current pre-development risk of surface water flooding or currently expected to be at risk as a result of climate change. These areas should remain undeveloped and be incorporated into the green blue infrastructure network and be used, where possible and appropriate, to locate additional surface water features that are safe and attractive and capable of contributing to storm water attenuation, in accordance with an approved drainage strategy;</li> <li>c. <u>Ensures safe (ideally dry) access and egress routes are available at all times;</u></li> <li>d. Identifies the main components of an holistic approved drainage strategy for the whole settlement; and</li> <li>e. Takes reasonable opportunities provided by the development <u>and improvements in green blue infrastructure and other infrastructure</u> to reduce <del>wider flood risk and increase resilience</del> <u>the causes and impacts of flooding.</u></li> </ul>
MM57	38	Policy NS11 New para after para 4	<u>Proposals are required to meet the requirements of Local Plan Policy CC1 (or successor policies) in relation to culverts and canalised watercourses.</u>
MM58	38	Para 5.100	5.100 Policy DM4 in the Harrogate District Local Plan 2014-2035 requires Maltkiln to be an exemplar of sustainable design and include appropriate measures to mitigate flood risk. The Council's strategic flood risk assessment (SFRA) <del>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).</del> It also highlights that the site contains small but

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

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



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

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MM65	40	Para 5.113	5.113 The flood risk assessment should also identify any existing vulnerabilities to flooding within the site and in the immediate vicinity as well as indicating <del>whether where</del> development could provide opportunities to <del>improve</del> <u>reduce flood risk overall and increase</u> resilience.
MM66	40	Para 5.114	<p>5.114 In-line with paragraph 169 of the NPPF (2021) an acceptable drainage strategy incorporating sustainable drainage systems (SuDS) showing that surface waters can be successfully managed would need to be approved. The approach to SuDS should follow the drainage hierarchy set out in Part H of the Building Regulations (<u>Footnote 1</u>) and accord with relevant up-to-date guidance produced by the lead local flood authority, North Yorkshire County Council (<u>Footnote 2</u>) and the Environment Agency (<u>Footnote 3</u>) (<u>Footnote 4</u>). <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></p> <p><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></p> <p>Footnote 2: Current lead local flood authority guidance is set out in: North Yorkshire County Council (2018): SuDS Design Guidance 2018 Update or successor documents.</p> <p><u>Footnote 3: Environment Agency/ CIRIA (2015): The SuDS Manual.</u></p> <p><u>Footnote 4: Environment Agency (2018): The Environment Agency's Approach to Groundwater Protection. In particular: Position Statement G13: Sustainable Drainage Systems.</u></p>
MM67	40	Para 5.118	5.118 In addition to planning permission, discharge of surface water to a watercourse requires consent from relevant internal drainage boards. The Kirk Hammerton Beck <del>running through, which runs through</del> <u>the new settlement, and other watercourses that may drain the pre-developed site, including those to the</u>

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			<u>north and west of Cattal, is are</u> within the drainage district of the Swale and Ure Drainage Board who have indicated that rates should be restricted to a maximum of 1.4 litres per second per hectare (l/s/ha) or green field rates.
MM68	40	Para 5.120	<p>5.120 An acceptable masterplan would need to be submitted. This should show development not taking place on land within flood zones two or three, or on land identified as at risk of future river flooding due to climate change. Instead these areas should be incorporated into the green blue infrastructure network. Land identified under the central allowance must be avoided. Further land identified under the upper end allowance should also be avoided, however, if avoidance of any of these further areas is not possible, this should be robustly justified and satisfactory mitigation included. <u>Certain water compatible development, such as open space, may be appropriate in flood zones two and three and areas at risk of surface water flooding. In-line with the Planning Practice Guidance, water compatible development proposed in flood zone 3b- or on land at the same level of risk of surface water flooding (1-in-30 years/ 3.3% AEP)- should be designed and constructed to:</u></p> <ul style="list-style-type: none"> <li>• <u>Remain operational and safe for users in times of flood;</u></li> <li>• <u>Result in no net loss of floodplain storage;</u></li> <li>• <u>Not impede water flows and not increase flood risk elsewhere.</u></li> </ul>
MM69	41	Para 5.121	<p>5.121 The masterplan is also required to show development not taking place on land with a pre-development risk of surface water flooding or on land identified as at risk due to climate change. Instead these areas should remain undeveloped and be incorporated into the green blue infrastructure network and be used, where possible and appropriate, to locate additional surface water features that are safe and attractive and capable of contributing to storm water attenuation, in accordance with the approved drainage strategy. Areas where the risk extends over significant extents and areas that accommodate important overland flow pathways must be avoided. Discreet isolated areas of risk where the extent is small should also be avoided <del>where possible</del> <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></p>

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

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

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			<p><u>The Humber river basin management plan describes the challenges that threaten the water environment and how these challenges can be managed <a href="#">Humber river basin district river management plan: updated 2022 - GOV.UK (www.gov.uk)</a>.</u></p> <p><u>The WFD places a duty on the local authority to 'have regard' to the river basin management plans when exercising their functions ensuring they neither undertake nor authorise a project which may jeopardise:</u></p> <ul style="list-style-type: none"> <li>• <u>The current status of a WFD element or cause its deterioration</u></li> <li>• <u>The attainment of good status</u></li> <li>• <u>Pollution reduction measures</u></li> <li>• <u>Standards and objectives for protected areas</u></li> </ul> <p><u>Applicants will be required to work with the local authority, Environment Agency, partnerships and communities to ensure a wide range of mitigation measures are incorporated to ensure positive environmental improvements are made in water quality.</u></p> <p><del>6.16 The Water Environment (Water Framework Directive) regulations 2017 aims to prevent deterioration of the water environment and improve water quality by managing water in natural river basin districts. The Humber River Basin Management Plan identifies a WFD target status and key objectives for the River Nidd including the Kirk Hammerton Beck, Gelsthorpe Gutter and Syke Dike tributaries. <u>The Kirk Hammerton Beck is a tributary of the River Nidd from Crimple Beck to the River Ouse. This waterbody is classified as moderate because it has been heavily modified and has failures due to phosphates and priority hazardous substances. Providing habitat opportunities along Kirk Hammerton Beck would help with the efforts to address the heavily modified status of the overall waterbody. Further information can be found on the Catchment Data Explorer here: Nidd from Crimple Beck to River Ouse   Catchment Data Explorer   Catchment Data Explorer</u></del></p> <p>The Biodiversity Net Gain strategy provides an opportunity to help address these objectives by enhancement of the riparian habitat of the onsite streams or, if appropriate, to provide off-site enhancement on Syke Dike or directly on the River Nidd <u>providing opportunities to improve water quality through waste water management.</u></p>

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

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MM84	49	Policy NS15	<p>Recreational open space should be designed to mitigate additional recreational impact on Aubert Ings SSSI. In particular, walking routes should be provided which:</p> <ul style="list-style-type: none"> <li>a. Are traffic free and aesthetically pleasing;</li> <li>b. Link to other footpaths within the site to provide opportunities to extend walks and vary return routes;</li> <li>c. Lead to destination points and areas of distinct character;</li> <li>d. Incorporate areas where dogs can be off the lead and provide clear and engaging information on required dog behaviours;</li> <li>e. Link to residential areas.</li> </ul> <p><del>The Development Framework identifies two areas of open space which should serve as alternative, semi-natural destination points to the SSSI. These spaces should be created as:</del></p> <p><del>a. Doodle Hills : An area of elevated and open parkland or heath in the North East of the settlement which provides extended views over the new settlement and towards York Minster to the east. Doodle Hills should be served by two walking routes; a route from the new settlement centre and an alternative route down towards the rail line.</del></p> <p><del>b. Cattal Belt: A mosaic of habitats building on the woodland along the settlement boundary to the South West and the existing ponds. Signposted trails and information boards should provide safe access for all to points of interest. The green loop footpath should be utilised to allow a return route out of the area.</del></p> <p>An impact assessment on Aubert Ings SSSI should be undertaken and acted on. It should assess the impact of recreation on the SSSI, the effectiveness of proposed mitigation on the development site and whether mitigation on the SSSI site is required to mitigate residual impacts.</p>
MM85	50	Para 6.24	<p><del>Delivery of two distinct destination points, one on an area of elevated ground at Doodle Hills and another comprising a large area of semi-natural open space at Cattal Belt in the south west of the settlement, should form a fundamental part of the strategy to mitigate impacts on the SSSI. Policy NS15 requires walking routes which lead to destination points and areas of distinct character, primarily aimed at drawing</del></p>



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			<p><u>residents of Maltkiln and nearby communities to them. These destination points to provide an area of interest and accessible natural green space attractive to walkers including dog walkers as a suitable alternative natural green space to Aubert lngs SSSI. It is considered a minimum of two destination points are included to provide variety, providing, for example, views from the new settlement, or areas of natural interest such as existing woodland.</u></p> <p><u>Destination points should be informed by existing/proposed landscape features and could include but are not limited to Doodle Hills and Cattal Belt both of which provide local interest.</u></p> <ul style="list-style-type: none"> <li><u>Doodle Hills to the north east of the settlement provides extended views over the new settlement and towards York Minster to the east.</u></li> <li><u>Cattal Belt to the south west of the settlement is a mosaic of habitats comprising of woodland and ponds to the south west of the settlement boundary.</u></li> </ul> <p>The success of <del>these areas</del> <u>destination points</u> in achieving these aims will to a large part be based <u>on where they are located</u>, how well the spaces are designed, <u>and</u> integrated into attractive long and short circular walking routes and their ability to provide a unique offer and functionality that draws people to them and comparatively makes use of the SSSI less attractive.</p>
MM86	51	Policy NS16	<p>Development of Maltkiln shall be designed in a manner which <u>avoids or</u> minimises impact to the setting (and therefore significance) of the following designated heritage assets:</p> <ul style="list-style-type: none"> <li>Kirk Hammerton Conservation Area</li> <li>Old Thornville (grade II* listed)</li> <li>Providence House (grade II listed)</li> </ul> <p>Add the following additional bullet to the second list of bullet points:</p> <ul style="list-style-type: none"> <li><u>architectural style, detailing and materials</u></li> </ul>

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MM87	52	Policy NS16 Justification Paragraphs 7.5, 7.6 and 7.7	<p><del>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.</del></p> <p><u>"Listed buildings are those that have been designated because of their special architectural or historic interest. Conservation Areas are areas designated by local planning authorities for their special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. The setting of heritage assets can have a positive or negative influence on their overall significance. As such, when proposing development within the setting of a heritage asset, it is important to avoid or minimise harm to those elements which make a positive contribution to its setting, and where possible enhance them."</u></p> <p><del>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</del></p> <p>The designated heritage assets included in this policy have been identified for their historic significance and their important contribution to local distinctiveness, character and sense of place. <u>"The considerations outlined in Policy NS16 were informed by the Heritage Impact Assessment undertaken as part of the evidence base to the New Settlement DPD. Any planning application for this site affecting heritage assets or their setting must be supported by a proportionate and up-to-date heritage statement. Advice on understanding the significance of heritage assets and the design of development is given in the Harrogate District Heritage Management Guidance Supplementary Planning Document (SPD)-(or any subsequent guidance)."</u></p>
MM88	53	Policy NS17	<p>Amend as follows:</p> <p><del>"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</del></p>

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			<p><del>upon the structure and fabric of the bridge and the potential need for works such as an altered road layout / signage. Should any such works be identified as being required, then such works must be agreed in full consultation with NYCC Highways and Historic England (under whose jurisdiction the Scheduled Monument falls). Consideration must be given to the potential impacts of possible increased traffic upon the structure and fabric of the bridge, and the potential need to take appropriate measures to manage its usage and secure the long-term future of the bridge. Should any such measures be identified as necessary, they must be agreed in full consultation with NYC Highways and Historic England and obtain the required consents.</del></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>
MM89	53	Policy NS17 Justification New paragraphs after paragraph 7.9	<p><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></p> <p><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></p>
MM90	57	Policy NS21	<p>The following are identified as non-designated heritage assets within the boundary of Maltkiln. Detailed master planning must take into account the impact of development upon the significance of the heritage assets, in line with national and local policy. This includes both direct impact upon the fabric of the <del>buildings</del> <u>assets</u> and impact <del>in-on</del> <u>on</u> setting:</p> <ul style="list-style-type: none"> <li>a. <del>Cattle</del> Cattal Grange farmstead and cottages</li> <li>b. Cattal Station</li> <li>c. Gelsthorpe Farm</li> </ul>

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

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			people with dementia or mobility problems. This is likely to present some challenges. Ensuring appropriate accommodation in suitable locations is available to meet everyone's needs, including enabling older people to remain in their homes longer, was identified by the Council's Housing Strategy 2015-20 as a key issue to be addressed. However it is recognised that there is also a need for housing for people with support needs whatever their age. In order to promote mixed and multi-generational communities it is important to ensure specialist housing, where there is an identified need, is provided within Maltkiln. <u>Policy NS3 sets out the master-planning principles.</u>
MM95	62	Paragraph 8.26	Where the proposals include specialist housing, consultation will be required with the <u>North Yorkshire Council's health and adult Health and Adult Services</u> , to ensure that the identified need for specialist accommodation is fully considered and addressed within the development proposals. <u>The Health and Adult Services regularly carry out an independent Housing Needs Assessment and the findings from the assessment should be considered in full.</u>
MM96	65	Policy NS26	<p>Services and facilities should be provided in a single centre <u>accessible to all, including users of wheelchairs and mobility scooters</u>, at the heart of the development <u>as indicated as shown on the Development Framework adjacent to the railway line Cattal railway station</u>, well served by public transport and a cycle path network, and within reasonable walking distance of all parts of the development.</p> <p>The Local Centre will be 3ha in size and will provide a broad range of uses, facilities and services. These should include:</p> <ul style="list-style-type: none"> <li>• mixed retail including a large range of unit size and spaces which support independent retail and entrepreneurship (<del>selling convenience and comparison goods</del>);</li> <li>• business and commercial uses (<del>including office space, banks, post office etc</del>)</li> <li>• leisure and entertainment facilities (<del>such as food and drink outlets</del>)</li> <li>• health and community facilities (<del>including a health centre, faith spaces and arts/cultural facilities</del>);</li> <li>• civic spaces;</li> <li>• residential units above retail and commercial premises;</li> </ul>

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			<ul style="list-style-type: none"> <li>uses that support the creation of a night-time economy.</li> <li><del>extra care.</del></li> </ul>
MM97	66	Policy NS26  Paragraph 9.7	<p>The local centre should be large enough and provide a wide range of activities to create a strong identity for the new settlement which will anchor and provide a focus for new and existing communities. The mixed-use local centre will provide a diverse and vibrant space at the heart of Maltkiln next to Cattal Station. It will accommodate a hub for the local community and facilitate a mixture of <del>fine grained</del> employment uses <u>(including office space, banks, post office)</u>, education, shops and community <u>and health services (including provision for GPs, community health, dentists and pharmacy) as appropriate.</u></p>
MM98	67	Policy NS27	<p>Maltkiln should provide for 5ha of employment land, <u>appropriately located within the settlement as shown on the Development Framework</u>. This land should:</p> <ul style="list-style-type: none"> <li>provide a balanced range of employment opportunities</li> <li>provide a range of training opportunities for local people to improve skills and 'work-readiness'</li> <li><del>provide suitable shared space, with all necessary infrastructure to enable the provision of Ultrafast Fibre to the Premises (FttP) broadband</del></li> <li>provision of small-scale commercial opportunities and flexible business space</li> <li>provide a range of Class E and B employment space</li> <li>provide for non-office employment space as small-medium workshop units clustered together</li> </ul> <p>Home working and flexible working will be supported and enabled through:</p> <ol style="list-style-type: none"> <li><u>compliance with the telecommunication requirements</u> <del>the provision broadband infrastructure in line with the requirements of</del> Policy NS6: Smart Settlement</li> <li>support for the flexible use of rooms and garages within dwellings to recognise the increased use of rooms as home offices, as long as there is no adverse impact on neighbouring residential amenity or the operation of the highway network;</li> <li>provision of flexible co-working space within the local centre</li> </ol>

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MM99	67	Paragraph 9.12	The community will benefit from accessibility to a range of employment opportunities which will be <del>facilitated strategically by well-related to</del> Cattal Station. <del>in the core of the new settlement, and within 5-15mins walking distance from all residential neighbourhoods.</del>
MM100	68	Policy NS28	<p>To meet the educational needs of the population of Maltkiln, the following will be required <del>to be provided as shown on the Development Framework:</del></p> <ul style="list-style-type: none"> <li>• appropriate <u>on-site</u> early years provision</li> <li>• one <u>on-site</u> 420 space primary school (2.40ha) <u>including appropriate nursery provision</u></li> <li>• one <u>on-site</u> 420 space primary school <u>including appropriate nursery provision</u> which includes site for future expansion to 630 <u>including appropriate nursery provision</u> (3.50ha)</li> <li>• <del>financial contributions and land required towards secondary school provision at Boroughbridge High School or provision of secondary school on-site within the safeguarded land shown on the Development Framework whichever is necessary.</del></li> <li>• <u>financial contributions towards secondary school provision at Boroughbridge High School or provision of secondary provision on-site, whichever is necessary. A parcel of land is required to be safeguarded for this provision on the masterplan in line with the Development Framework</u></li> </ul>
MM101	68	Policy NS28 Criterion h.	<u>inclusive accessibility and the</u> siting of building entrances, frontages;
MM102	68	Policy NS28 Criterion n.	n. any site specific issues e.g. flood risk, <del>biodiversity</del> , protection/enhancement of biodiversity <u>or heritage</u> , air quality

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



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			<u>provision will be kept under review through the Plan period to determine whether a secondary school at Maltkiln is required and when it will need to be delivered.</u>
MM108	69	Policy NS28  Paragraph 9.18	Consideration will be given to existing secondary schools . If it is considered that the safeguarded secondary school <u>provision</u> site is not required to serve the specific needs of Maltkiln, then off-site financial contributions will be required towards extra provision at Boroughbridge High School and the safeguarded site will be released for additional open space.
MM109	69	Policy NS28  Paragraph 9.20	The community use of the school facilities will be encouraged and should be formalised through the use of <del>Community Use Agreements (CUA)</del> <u>a Community Use Policy (CUP)</u> . The use of <del>CUAs</del> <u>CUPs</u> will help to secure well-managed and safe community use by detailing how the arrangements are intended to operate including hours of availability, management and booking arrangements, pricing policy, duration and monitoring and review.
MM110	70	Policy NS29	<p>Within Maltkiln, provision should be made for high-quality, multi-functional spaces that cater for the needs of different ages and abilities. These should provide maximum flexibility and be readily accessible in terms of both physical location but also in terms of availability. Uses should be located to complement rather than conflict with neighbouring uses and any new proposals should be subject to the following considerations:</p> <ul style="list-style-type: none"> <li>- health and quality of life;</li> <li>- amenity issues;</li> <li>- long term sustainability of multi-use facilities</li> </ul> <p>The following social and community infrastructure provision has been identified as being required within Maltkiln:</p> <ul style="list-style-type: none"> <li>• <u>GP facility which could also incorporate dentist, pharmacy</u></li> <li>• <del>Health care facility incorporating GP consulting rooms, dentist, pharmacy</del></li> <li>• Flexible community centre/room</li> </ul>

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

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			<p>environment where this can be encouraged. Containing trips in this way will minimise the amount of vehicles using the wider highway network, in particular the A59.</p> <p>Footnote 52: Taken from Transport and Movement Review (Vectos 2018) Pre-covid levels. Whilst the longer term changes to working patterns are uncertain, it is likely that more of the workforce will continue to work from home on a more frequent basis.</p>
MM115	73	Policy NS30 Paragraph 10.7	Maltkiln will be a community where active travel (walking and cycling/ <u>micro-mobility</u> ) will be the mode of choice for internal trips.
MM116	74	Policy NS30 Paragraph 10.11	<p><del>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.</del></p> <p><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></p>
MM117	74	Policy NS30 Para 10.12	<p><del>Subsidiary travel plans will be required that are tailored to different character areas, such as individual land uses, to demonstrate how the development will contribute to sustainable travel and the mitigation of any significant traffic impacts. Subsidiary travel plans should include measures to demonstrate that the support needed by different demographic groups, such as those with reduced mobility, to enable sustainable travel behaviour will be provided. Further information on travel plans is set out in policy NS5: Net Zero Carbon and Active Travel.</del></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</u></p>

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			<u>elements of the net zero carbon movement strategy and all component strategies, such as the 'last-mile' strategy and residential parking strategies, and demonstrate how each phase of development will contribute to meeting the targets. Travel plans will also demonstrate effective approaches to monitoring progress in meeting targets that will inform reviews and regular updates. Where monitoring identifies targets are not being met adequate mitigation would need to be agreed. Further information on monitoring elements of the net zero carbon movement strategy is set alongside Policies NS5 and NS6.</u>
MM118	75	Policy NS31	<ul style="list-style-type: none"> <li>• Giving priority to walking and cycling/<u>micro-mobility</u> routes within the new settlement connecting to key destinations, including the local centre, Cattal Station, bus stops, schools and employment</li> <li>• <u>A</u> series of direct, segregated cycle routes connecting key origins and destinations</li> <li>• Permeable street networks that provide attractive, safe and direct pedestrian links</li> <li>• A circular <u>multi-user</u> green loop to provide a route around the community, linking with Cattal, Kirk Hammerton and Green Hammerton as indicated on the <u>indicative</u> Development Framework</li> <li>• <u>A</u> new pedestrian and cycling bridge across the rail line at Cattal Rail Station alongside additional cycling and pedestrian crossing point at the vehicular bridge as indicated on the Development Framework</li> <li>• Improved pedestrian and cycle access across the rail line at Gilsthwaite Lane and where other level crossings are closed</li> <li>• Creation of safe pedestrian and cycling crossing points over the A59</li> <li>• Linking the new settlement to the wider Public Rights of Way network</li> <li>• <u>E</u>nsuring future strategic connections are not compromised</li> </ul>
MM119	75	Policy NS31 Paragraph 10.13	<del>Walking and cycling should be the natural choice</del> <u>Policy NS5: Net Zero Carbon Movement and Active Travel requires delivery of a 20-minute neighbourhood where walking cycling and micromobility are the preferred choice</u> for accessing local services, facilities and public transport. This will be achieved by providing a network of coherent, direct, safe, comfortable and attractive walking and cycling routes throughout the new settlement and to nearby communities. These routes should be designed to ensure

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

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

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MM123	77	Policy NS32 Table 10.1	Amend the column heading in Table 10.1 from 'Minimum requirement' to ' <u>Expected</u> Requirement'
MM124	79	Policy NS33	<p>The station should provide inclusive accessibility, including for users of wheelchairs, mobility scooters and those with pushchairs <u>where practicable</u>.</p> <p>Changes to the following level crossings should be provided in accordance with timescales agreed in writing with Network Rail (or successor organisation):</p> <p>Cattal <u>station</u>: The <u>level</u> crossing should be closed and replaced with step-free access to provided to serve the station platforms</p>
MM125	79	Policy NS33 Paragraph 10.27	It is recognised that delivering enhanced facilities for Cattal Station will be dependant on achieving agreements with Network rail and landowners. Where such agreements cannot be reached, alternative provision <u>for those facilities which do not require a specific station location</u> may be proposed in close proximity to Cattal Station.
MM126	81	Policy NS34 Paragraph 10.35	It is important that bus services are <del>provide from first occupation</del> <u>provided early in the development process</u> so that new residents and those visiting for work or leisure get in to sustainable travel habits from the outset. Developer contributions will be required to support measures that encourage bus usage.
MM127	82	Policy NS35	Primary routes will convey traffic within Maltkiln <del>and</del> , provide access to the A59 and <u>facilitate access to the A168</u> . They should be designed to accommodate segregated cycle infrastructure and wide pedestrian pavements to mitigate dominance from the carriageway.
MM128	83	Policy NS36 Bullet 2	<p>Amend as follows:</p> <p>Measures to mitigate and improve the highway network will be required and will include:</p> <ul style="list-style-type: none"> <li>• <u>facilitating access to</u> a new link road connecting Maltkin at the south to the A168, running parallel to Scate Moor Lane as <del>shown</del> <u>indicated</u> on the <u>indicative</u> Development Framework</li> </ul>

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MM129	85	Policy NS37	<p><del>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;</del></p> <p><u>Residential car parking will be planned and delivered in-line with an approved residential parking strategy, as required by policy NS5. Off-plot residential parking spaces will be:</u></p> <ul style="list-style-type: none"> <li><u>Located and designed to reduce the potential for crime and anti-social behaviour;</u></li> <li><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></li> <li><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></li> <li><u>A sufficient size to provide easy access to the sides and back of vehicles for loading/unloading.</u></li> </ul>
MM130	Pages 85 and 86	Policy NS37 Paragraphs 10.46 and 10.47	<p><del>10.46 The level of car parking provided in Maltkiln is an important factor in influencing residents and those visiting Maltkiln for work or leisure to make more sustainable travel choices. A more restrictive approach to car parking is important to support the principle of the trip budget. Therefore, the ambition is for 1 space per home or less. However, it is recognised that higher levels of provision may be necessary in early years to ensure a high-quality environment. The majority of spaces should be unallocated, with ownership vested in an appropriate stewardship vehicle, so that spaces can be reallocated over time if evidence of changing demand is revealed. Regular monitoring of their use through remote or traditional surveys, supported by provision of non-car infrastructure and services and targeted travel plans to facilitate modal shift should enable this to happen.</del></p> <p><u>10.46 Arrangements for car parking, in particular residential parking, and electric vehicle charging will be important factors in influencing whether residents and those visiting Maltkiln for work or leisure make more sustainable travel choices. A considered approach to residential car parking is important to encourage net zero-carbon travel, support the principle of the trip budget and to help deliver on the vision that Maltkiln will be a place where people are not dependent on a car. Policy NS5: Net Zero Carbon</u></p>



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



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MM131	89	Section/Chapter 11	Remove Table 11.1 from the DPD and move to the accompanying Infrastructure Delivery Plan (IDP)
MM132	87	Policy NS38	<p><u>Policy NS38: Infrastructure Delivery</u></p> <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 Allocation.</u></p> <p><u>Applications for development of the Maltkiln New Settlement Allocation must provide development in line with the requirements set out within the Harrogate District Local Plan and this DPD, including an allocation wide masterplan (as required by Policy NS3).</u></p> <p><u>An allocation wide infrastructure delivery strategy, a phasing strategy and a financial appraisal should be submitted to the Local Planning Authority for approval as part of the planning application to demonstrate compliance with this policy. These documents will be a material consideration in the determination of the planning application and all subsequent applications. All applications determined should accord with the approved documents unless otherwise agreed by the local planning authority.</u></p> <p><u>Infrastructure Delivery Strategy</u>  <u>The allocation-wide infrastructure delivery strategy will demonstrate that the development of the Maltkiln New Settlement Allocation will deliver, in a timely manner, sufficient infrastructure to cater for the needs of the allocation as a whole and also mitigate to an acceptable level the effects of the whole development upon the surrounding area and community; this will include:</u></p> <ul style="list-style-type: none"> <li>• <u>The infrastructure, as set out in the Council's Maltkiln Allocation Infrastructure Delivery Plan (IDP) and all other infrastructure identified in technical assessments to mitigate the impact of the development, to be implemented before or alongside development in accordance with a phasing strategy approved by the local planning authority.</u></li> </ul>

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			<ul style="list-style-type: none"> <li><u>Sustainable transport measures and other infrastructure requirements, including measures to mitigate impacts upon the local and strategic road network.</u></li> </ul> <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> <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 allocation area must be accompanied by an application-specific masterplan and infrastructure delivery statement for approval by the local planning authority that relates to the application site phase and sets out:</u></p> <ol style="list-style-type: none"> <li><u>1. Site-specific infrastructure requirements and how these relate and adequately contribute to the allocation-wide infrastructure delivery strategy;</u></li> <li><u>2. Details of proposed development and its phasing, proposed triggers/thresholds for the delivery of associated infrastructure and how in each case these relate and adequately contribute to the allocation-wide masterplan, infrastructure delivery strategy and to the phasing strategy and conform with the policies of the Development Plan; and</u></li> <li><u>3. A financial appraisal in a format to be agreed in advance with the local planning authority and in accordance with relevant guidance, reporting on financial viability issues associated with the development and its relationship and contribution to the allocation-wide financial appraisal and justifying the form and content of the proposals applied for in respect of the relevant phase or part (including the amount and type of affordable housing and land reserved for custom or self-build homes).</u></li> </ol>

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

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

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

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



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

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

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