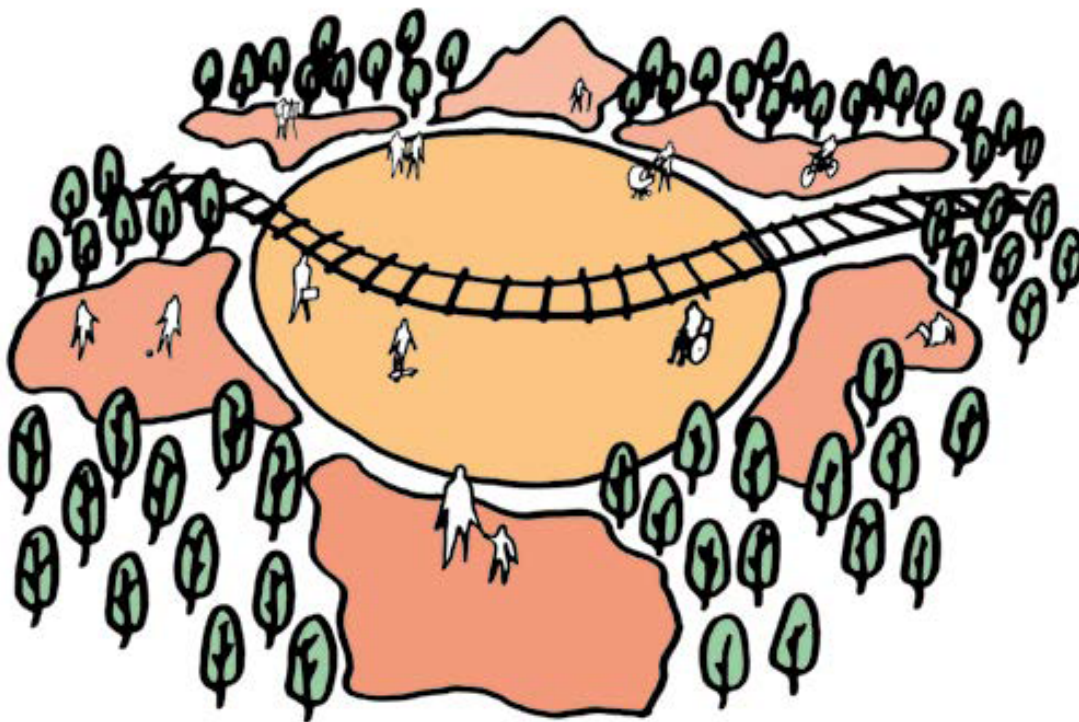


New Settlement (Maltkiln) Development Plan Document (DPD)



Main Modifications Sustainability Appraisal

January 2025

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Sustainability Appraisal Submission

Introduction 1

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

2 Main Modifications Consultation

Objective

Objective 1: To protect, conserve and enhance air quality

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

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

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

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

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

Objective 4: Contribute to climate change mitigation

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

Main Modifications Consultation 2

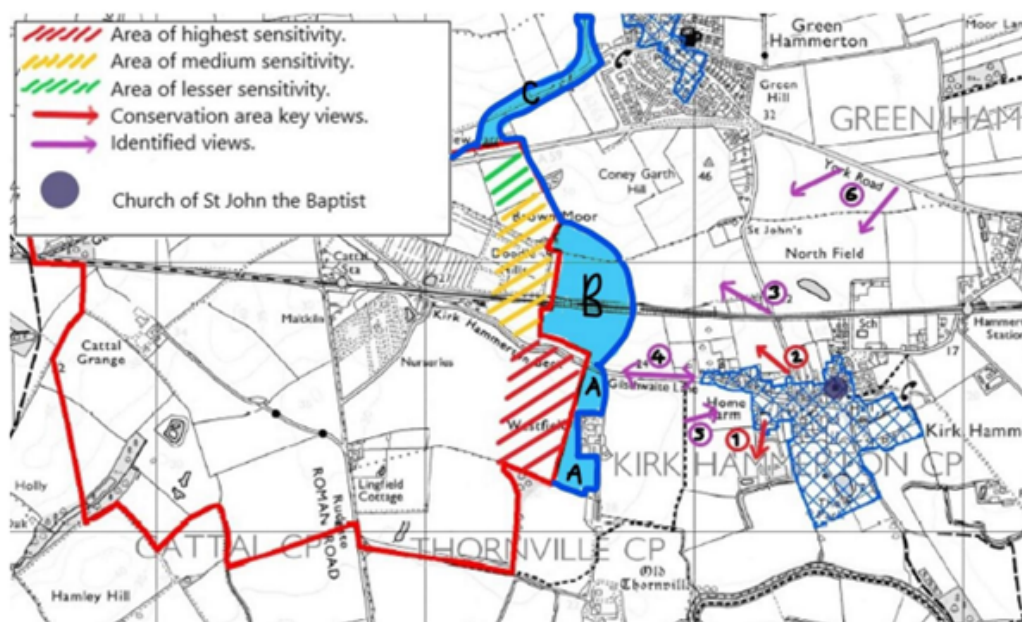
2.11 The proposed modifications do not change the previous SA conclusion.

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

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

2.13 It is considered that the proposed modifications change the overall conclusion to likely minor negative effects rather than potential minor effects. Whilst there remain policies to protect and enhance heritage assets and mitigate negative impacts, the modifications proposed include an amended boundary which increases the developable area to the east which has the potential to impact on a number of identified heritage assets and their setting. The modification also reduces the area designated as Strategic Green Gap on the eastern edge of the settlement which was proposed in part to protect the distinctive rural character of existing villages and ensure that there is no harm to the Kirk Hammerton or Green Hammerton Conservation Areas.

2.14 For clarity, the proposed areas of change are sketched onto the map analysis below which is taken from the [Heritage Impact Assessment \(HIA\)](#) and shows areas of differing sensitivity. The impacts of the proposed modification to the boundary in terms of specific heritage assets are considered below.



2 Main Modifications Consultation

2.15 Area A

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

2.17 Potential impacts to the setting of Kirk Hammerton Conservation Area

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

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

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

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

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

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

2.24 Potential impacts to the setting of Old Thornville

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

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

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

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

2.28 Area B

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

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

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

2.32 Area C

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

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

2.35 The proposed modifications change the previous SA which concluded;

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

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

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

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

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

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

2 Main Modifications Consultation

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

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

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

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

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

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

Main Modifications Consultation 2

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2 Main Modifications Consultation

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

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

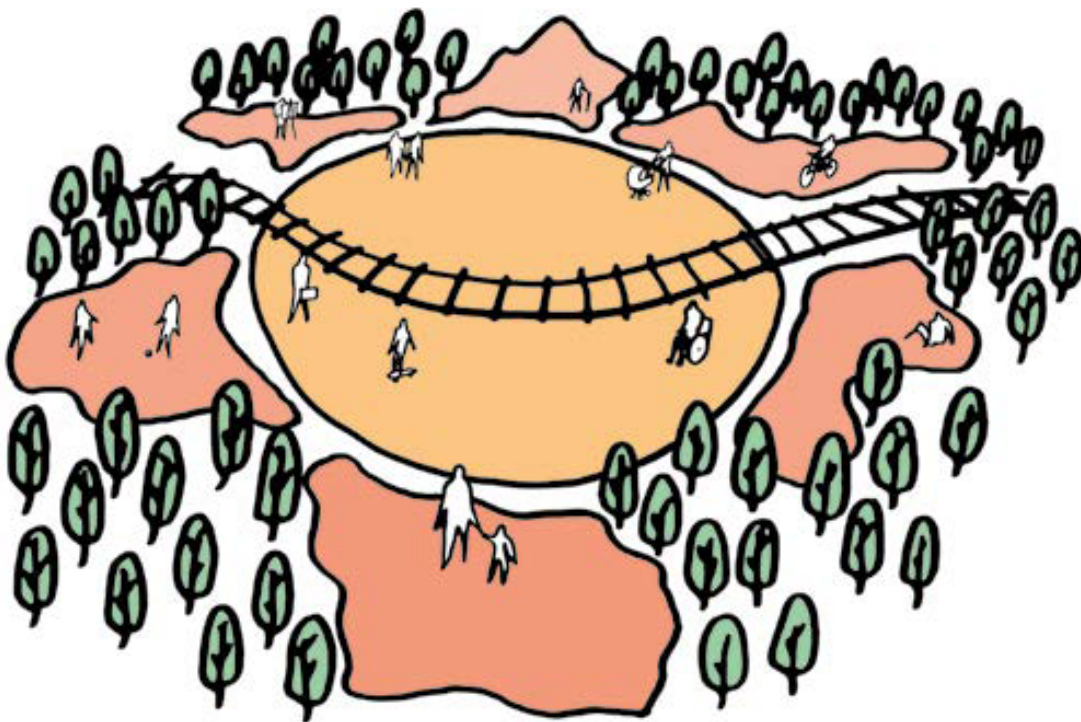
- 2.59** The modifications proposed to the DPD including an amendment to the boundary to include additional land within the allocation does not change the initial assessment.
- 2.60** **The proposed modifications do not change the previous SA conclusion.**
- 2.61** The new settlement will require the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

Conclusion 3

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

Appendix

New Settlement (Maltkiln) Development Plan Document (DPD)



Submission Draft Sustainability Appraisal

February 2024

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Sustainability Appraisal Submission

Introduction 1

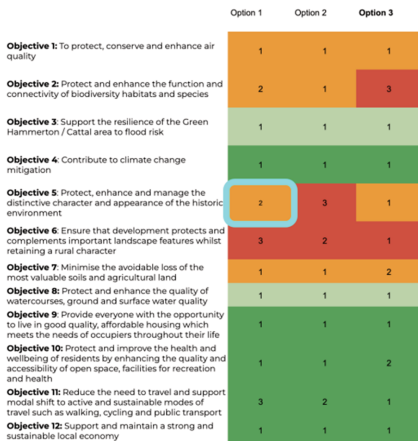
- 1.1** The Regulation 19 New Settlement (Maltkiln) Sustainability Appraisal Report was prepared and published in June 2022 by AECOM on behalf of Harrogate Borough Council and formed part of the Regulation 19 consultation in October 2022.
- 1.2** On the 1 April 2023 North Yorkshire Council was formed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

2 Regulation 19 Consultation

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

Key Issue	Council Response	Action
The SA scoping report was prepared in 2018 and the appraisal was supported by this. This is out of date.	SA is an iterative process. Scoping is an early stage to determine key issues and methods for appraisal. The Council prepared and consulted on the scope of the SA as required by regulations. The scope of the SA was reviewed at key stages of appraisal to ensure that the key issues and messages remained valid. There is no requirement to keep publishing a new scoping report though. Whilst the scoping report was published several years prior to the SA Report, this does not make the process deficient. The information in the scoping report did help to inform appraisals, but information was also drawn from up to date sources such as GIS data, national data sources and technical evidence studies.	No amendment
The three options were appraised in the SA Report 2022. This makes it out of date as the scoping report was prepared in 2018	For clarity, the three concept options were appraised in support of an interim SA Report in 2020 (a voluntary stage of the SA process). The findings were reviewed and set out in the final SA Report in 2022	No amendment
An additional round of consultation should have been undertaken to explore options for settlement boundary options	There are two elements to this issue. Firstly is the question of whether further options should have been tested with regards to the exact configuration of development sites. Second is whether additional consultation should be carried out to report on such an interim stage. The Council consider it unnecessary to appraise variations of settlement boundaries in the SA. SA is a strategic document, and alternatives should be reasonably distinct to allow for a meaningful appraisal process. In this respect, it is considered that additional consultation is also unnecessary. Furthermore, consideration of these issues could have been set out through the Reg19 consultation and full SA Report if deemed necessary	No amendment
This document is inadequate and doesn't provide sufficient evidence to support the DPD. Examples: ● The Options Appraisal of the 3 alternative sites lacks depth. Following a cursory analysis, it concludes that the difference between the sites is minimal. This should have prompted a closer examination to establish if the recommendation	SA is an iterative process. Scoping is an early stage to determine key issues and methods for appraisal. The Council prepared and consulted on the scope of the SA as required by regulations. The scope of the SA was reviewed at key stages of appraisal to ensure that the key issues and messages remained valid. There is no requirement to keep	No amendment

Regulation 19 Consultation 2

Key Issue	Council Response	Action
of Option 3 was correct, but this was not done and the analysis contains little by way of supporting detail - No proper analysis has been carried out of Options 1 or 2. This is clear from the SA itself. It is confirmed by the HBC project team, who told the Liaison Group on several occasions that they had been instructed to do no further work on either option and that only Option 3 was being investigated in any detail. This invalidates the SA, because there has been no genuine options appraisal and indicates that a decision had already been taken regardless of the objective merits of each option. Note that the SA 'score' in the 'Appraisal of the Concept Options' Objective 5 (p 29) is in error. When corrected, Option 1 becomes the least-worst in terms of the SA scoring. (Only 1 'Red', whereas Option 3 has 2 reds.) (See Pic, with the corrected score.)  Picture 2.1 The 'SEA' is an Annex to the SA and underpins the validity of the DPD. The SEA is more than four years old and was prepared at the time of the Local Plan. No attempt has been made to update it. It would be unsound to adopt the DPD without commissioning an updated report. Not arguing for one option or another however, - HBC were able to use the same evidence base to justify two different preferred options - the (not fully justified? premature?) choice of Option 3 curtailed further detailed comparative analysis	publishing a new scoping report though. Whilst the scoping report was published several years prior to the SA Report, this does not make the process deficient. The information in the scoping report did help to inform appraisals, but information was also drawn from up to date sources such as GIS data, national data sources and technical evidence studies. For clarity, the three concept options were appraised in support of an interim SA Report in 2020 (a voluntary stage of the SA process). The findings were reviewed and set out in the final SA Report in 2022. In reference to SA 'score' Objective 5: which is to Protect, enhance and manage the distinctive character and appearance of the historic environment. Option 1, scored 2 'minor negative effects (potential)' which corresponds with the number in the table and compares with Option 2 which scores 3 'significant negative effects (likely)' and Option 3, which scores 1 'minor negative effects (likely)'. These numbers correspond with the numbers in the table. The SEA is dated August 2018	

2 Regulation 19 Consultation

Key Issue	Council Response	Action
• Rather than the flexible place-making solution promised in the Local Plan, the current DPD is a justification of the promoted site formerly designated as CA5 in the calls into doubt whether the SA is a sound evidential basis at this stage Accept that there will be a new settlement. Our position is that we have no way of knowing, from the evidence presented, that HBC's proposal will be the best possible placemaking solution. Until more work is done, without the pressure of an arbitrary political deadline, the DPD is unsound. (Coalition of Parish Councils)		
In terms of our area of interest, broadly endorse the evaluation of the likely impact which the Policies and proposals of the DPD might have upon the historic environment and, where an adverse effect has been identified, broadly support the proposed mitigation measures which have been proposed to reduce that harm. Suggest that a change is necessary however to Table 5.2: Monitoring the effects of the Plan. In terms of the proposed monitoring indicators relating to the Heritage SA Objective, the second bullet point should be amended to cover all designated heritage assets. Whilst clearly important, Old Thornville is not the only designated heritage asset that is likely to be affected by the development of a new settlement in this location. Therefore, the impact of development on all of these assets needs to be monitored. (Historic England)	Historic England's comments are noted. Objective 5 is to 'Protect, enhance and manage the distinctive character and appearance of the historic environment. At 4.9 Objective 5 a wide range of heritage assets are referred to including Conservation Areas, listed buildings, non-designated heritage assets. In terms of monitoring Historic England's comments are noted. At this stage, a range of indicators have been drafted, these will be finalised once the DPD is adopted, Historic England's comments will be incorporated into the monitoring framework.	Comments will feed into future work on the monitoring framework
Objective 2: Protect and enhance the function and connectivity of biodiversity habitats and species Welcome the reference to biodiversity net gain and acknowledgment of the importance of the plan area's environmental resources. In order to realise this vision and ensure the plan is based on a sound evidence base Natural England would welcome further dialogue to check our understanding of the approach to the provision of informal recreation space. (Natural England)	Confirm Natural England will be consulted on any future stages of the new settlement and planning applications.	No amendment

Regulation 19 Consultation 2

Key Issue	Council Response	Action
Objective 7: Minimise the avoidable loss of the most valuable soils and agricultural land Natural England notes that some of the land within the plan area might be classified as BMV land. Note that there is no specific reference to the loss of Best and Most Versatile (BMV) agricultural land as a key issue, but Plan Policy NE8 does consider the best use of land. Welcome the consideration given to avoid the loss of this land and therefore suggest a sub objective under this objective, such as “Avoidance of the loss of best and most versatile agricultural land.” Soil and Agricultural Land Quality The Local Plan should give appropriate weight to the roles performed by the area’s soils. These should be valued as a finite multi-functional resource which underpin our well-being and prosperity. Decisions about development should take full account of the impact on soils, their intrinsic character and the sustainability of the many ecosystem services they deliver. The 25 Year Environment Plan (25YEP) sets out government action to help the natural world regain and retain good health, including highlighting the need to: • protect the best agricultural land • put a value on natural capital, including healthy soil • ensure all soils are managed sustainably by 2030 • restore and protect peatland Soil is a finite resource which plays an essential role within sustainable ecosystems, performing an array of functions supporting a range of ecosystem services, including storage of carbon and water, the infiltration and transport of water, nutrient cycling, a buffer against pollution and provision of food. In order to safeguard soil resources as part of the overall sustainability of the development, it is important that the soil resource is able to retain as many of its important functions as possible. This can be achieved through careful soil management and appropriate, beneficial soil re-use, with consideration on how any adverse impacts on soils can be avoided or minimised.	Objective 7 is to 'Minimise the avoidable loss of the most valuable soils and agricultural land'; all options were recorded as 'minor negative effects' Natural England's comments and recommendations for a sub-objective are noted. The Reg 19 Sustainability Appraisal (SA) and Reg 18 Interim SA (Oct 2020) both note that growth of this scale in this broad location is committed within the draft Local Plan and in the context of agricultural land resources across the Borough and in the wider area, the effects are not considered to be significant. Any future planning application will be considered against the policies in the adopted Harrogate District Local Plan which includes Policies NE8 which protects the best and most versatile and the DPD policies. Natural England will be consulted on any future stages of the new settlement and planning applications	No amendment

2 Regulation 19 Consultation

Key Issue	Council Response	Action
The conservation and sustainable management of soils is reflected in the National Planning Policy Framework (NPPF), particularly in paragraph 174. When planning authorities are considering land use change, the permanency of the impact on soils is an important consideration. Particular care over planned changes to the most potentially productive soil is needed, for the ecosystem services it supports including its role in agriculture and food production. Plan policies should therefore take account of the impact on land and soil resources and the wide range of vital functions (ecosystem services) they provide in line with paragraph 174 of the NPPF. (Natural England)		
Objective 10: Protect and improve the health and wellbeing of residents by enhancing the quality and accessibility of open space, facilities for recreation and health Natural England notes and welcomes the reference to ANGST but advise that this objective should more clearly seek “to deliver a multifunctional green infrastructure (GI) network which enhances the provision of recreational resources, and avoid impacts on the quality and extent of existing recreational assets, such as formal or informal footpaths”. Delivery of a GI network would help to achieve objective Policy NS3, improve residents access to nature, whilst simultaneously preventing and reducing the impacts of climate change by encouraging sustainable travel. Evidence and advice on green infrastructure can be found on the Natural England Green Infrastructure web pages. Recommend the Green Infrastructure Partnership as a useful source of information when creating and enhancing GI. Natural England also recommends that in this location large developments include green space that is proportionate to its scale to minimise any predicted increase in recreational pressure to designated sites, by containing the majority of recreation within and around the developed area. The Suitable Accessible Natural Green Space (SANGS) guidance can be helpful in designing this (also attached alongside this letter). Green infrastructure design should seek to achieve the Natural England Accessible Natural Greenspace Standards, including the minimum standard of	Objective 10 is to protect and improve the health and wellbeing of residents by enhancing the quality and accessibility of open space, facilities for recreation and health. Natural England’s comments are noted. The DPD policies build on the policies in the Local Plan and seek to improve resident’s access to nature. DPD Chapter 6 Green and Blue Infrastructure includes policies requiring a Green Blue Infrastructure Strategy, a Biodiversity Net Gain Strategy and open space and sport provision and measures to protect Aubert Ings SSSI. Natural England will be consulted on any future stages of the new settlement and planning applications.	No amendment

Regulation 19 Consultation 2

Key Issue	Council Response	Action
2ha informal open space within 300m of everyone's home. As a minimum, advise that such provisions should include: • High-quality, informal, semi-natural areas • Circular dog walking routes of 2.7 km² within the site and/or with links to surrounding public rights of way (PRoW) • Dedicated 'dogs-off-lead' areas • Signage/information leaflets to householders to promote these areas for recreation • Dog waste bins • Long term maintenance and management of these provisions To provide adequate mitigation, onsite GI should be designed to provide a multifunctional attractive space of sufficient size to reduce frequent visits to designated sites. It should facilitate a variety of recreational activities whilst supporting biodiversity (Natural England)		
Monitoring indicators - as set out in Planning Practice Guidance, you should be monitoring the significant environmental effects of implementing the current local plan. This should include indicators for monitoring the effects of the plan on biodiversity. The proposed "Potential indicators for monitoring purposes" are largely driven by factors other than the plan's performance. They are thus likely to be of little value in monitoring the performance of the Plan. It is important that any monitoring indicators relate to the effects of the plan itself, not wider changes. Bespoke indicators should be chosen relating to the outcomes of development management decisions. Whilst it is not Natural England's role to prescribe what indicators should be adopted, the following indicators may be appropriate. Biodiversity: • Number of planning approvals that generated any adverse impacts on sites of acknowledged biodiversity importance. • Percentage of major developments generating overall biodiversity enhancement.	At this stage, a range of monitoring indicators have been drafted, these will be finalised once the DPD is adopted, Natural England's suggestions of monitoring indicators are noted and will feed into the monitoring framework.	Comments will feed into future work on the monitoring framework

2 Regulation 19 Consultation

Key Issue	Council Response	Action
• Hectares of biodiversity habitat delivered through strategic site allocations. Green infrastructure: • Percentage of the neighbourhood plan area's population having access to a natural greenspace within 400 metres of their home. • Length of greenways constructed. • Hectares of accessible open space per 1000 population (Natural England)		
Welcome the objective (8) on protecting and enhancing the quality of watercourses, ground and surface water quality. Paragraphs 4.12.2 and 5.9.2 suggest that the creation of the settlement will improve groundwater quality. Understand the point being made here, we disagree with this statement as it suggests that there will be minor positive effects to groundwater quality through the creation of this settlement is misleading. The termination of farming on the proposed site for the settlement may lead to reduced nitrate inputs to the environment, however the potential pollutants released from the urbanisation of this land are likely to be more significant than any potential benefits. Paragraph 4.12.1 and 4.12.4 makes reference to potential pollution incidents during the construction phase of the development. We have concerns that this potential risk hasn't been given enough consideration in the DPD. Paragraph 4.12.1 states that water quality may be affected by development of the new settlement in a number of different ways and there could be impacts at construction stage, changes in surface water run-off and development that disturbs the groundwater aquifers which could be either positive or negative. We would like to remind you that it is an offence to cause pollution of watercourses and adequate measures should be incorporated in the construction phase to prevent this. The requirement for appropriate mitigation measures to be in place during the construction phase to not cause pollution to watercourse (given the above circumstances) should be included within the DPD and referenced within the SA. (Environment Agency)	The EAs comments on Objective 8 are noted. Objective 8 is to protect and enhance the quality of watercourses, ground and surface water quality. The Environment Agency's comments are noted. Local Plan Policy NS2 refers to water quality and requires developers to undertake a thorough risk assessments of the impact of proposals on surface and groundwater systems considering appropriate avoidance measures before incorporating appropriate mitigation measures where necessary. This has been discussed with the Environment Agency. DPD Policy NS11 requires the design and development of proposals to be based on a detailed site-specific flood risk assessment, along with a drainage strategy which incorporates sustainable drainage systems (SuDs). Drafted in collaboration with the Env Agency. Further supporting text is proposed for the DPD, as such the DPD addresses these concerns.	No amendment

Regulation 19 Consultation 2

Key Issue	Council Response	Action
	The Environment Agency are a statutory consultee and will be consulted on any future stages of the new settlement and planning applications.	
Paragraph 3.2.3 - Water Resource states that there is surface and groundwater availability and also water extraction maybe possible. Water is available at the site, however, any abstraction from surface water above the 20m3/d exemption is highly likely to have a Hands of Flow (HoF) restriction to protect downstream flows at Naburn. This is reflected in the Abstraction Licence Strategy (ALS) document available on gov.uk. Please note this online document is from 2013 and is in the process of being updated. The Environment Agency hold more up to date information on water availability. The same comment applies to Section 8 of the SEA. (Environment Agency)	The Environment Agency's comments on water resources within Chapter 3 The Scope of the SA and Section 8 of the SEA are noted. The Infrastructure Delivery Plan includes a section on water infrastructure to include both the supply of clean water and the treatment of wastewater. Discussions are on-going with Yorkshire Water. The Environment Agency are a statutory consultee and will be consulted on any future stages of the new settlement and planning applications.	No amendment
The sustainability statement reflects too much on the selection and differences between the three proposed options and does not properly evaluate the proposed option. The observations are therefore relative to each option and do not consider the absolute impact of the proposed development. The Regulation 18 consultation identified 3 areas all within 2 miles of each other resulting in this area around Cattal to be the best of the worst locations The SEA regulations state: "Alternatives need to be sufficiently distinct to allow for a meaningful appraisal and comparison of approaches. Therefore, options with subtle differences are considered to be unreasonable." In the summary on page 4 of the sustainability appraisal it states: "The SA findings show that the options perform similarly across a range of SA topics, which is to be expected given that each involve the same broad location and scale of growth. For housing, health and wellbeing, climate change, landscape, soil, water and flood risk, each option is predicted to have broadly similar effects." All three options in the sustainability appraisal and subject to public consultation had subtle differences, and therefore as per the SEA regulations, the SA is unreasonable.	The NPPG gives guidance on strategic environmental assessment and sustainability appraisals. A sustainability appraisal is a systematic process that must be carried out during the preparation of local plans and spatial development strategies. Its role is to promote sustainable development by assessing the extent to which the emerging plan, when judged against reasonable alternatives, will help to achieve relevant environmental, economic and social objectives. Sustainability appraisals incorporate the requirements of the Environmental Assessment of Plans and Programmes Regulations 2004 (commonly referred to as the 'Strategic Environmental Assessment Regulations' SEA). Sustainability appraisal ensures that potential environmental effects are given full consideration alongside social and economic issues. Strategic environmental assessment considers only the environmental effects of a plan, whereas sustainability appraisal considers the plan's wider economic and social effects in addition to its potential environmental impacts.	No amendment

2 Regulation 19 Consultation

Key Issue	Council Response	Action
The Reg 18 consultation was not methodical or balanced in its appraisal by the Council, there was a lack of detail for options 1 and 2. A planning inspector for the local plan already made it clear the new settlement should not be an expansion of one of these villages. See paragraph 27 in the Planning Inspectors Report dated 30th January 2020, it stated "It [Policy DM4] will also need to address very carefully the implications of the new settlement for nearby villages, having regard to the degree to which the new settlement is just that, rather than being merely an extension of an extant settlement". Options 1 and 2 would have effectively combined Kirk Hammerton, Green Hammerton and the new settlement into a new big town. Recommend the comments to the reg18 consultation are read thoroughly and the planning inspector considers if Regulation 18 was legal and inline with regulations, in particular if broad and distinct areas were selected to consult against. The sustainability appraisal fails to address the limitations of the location	The NPPG gives further guidance and states that the sustainability appraisal needs to consider and compare all reasonable alternatives as the plan evolves, including the preferred approach, and assess these against the baseline environmental, economic and social characteristics of the area and the likely situation if the plan were not to be adopted. In doing so it is important to: • outline the reasons the alternatives were selected and identify, describe and evaluate their likely significant effects on environmental, economic and social factors using the evidence base (employing the same level of detail for each alternative option). Criteria for determining the likely significance of effects on the environment are set out in schedule 1 to the Environmental Assessment of Plans and Programmes Regulations 2004; • as part of this, identify any likely significant adverse effects and measures envisaged to prevent, reduce and, as fully as possible, offset them; • provide conclusions on the reasons the rejected options are not being taken forward and the reasons for selecting the preferred approach in light of the alternatives Any assumptions used in assessing the significance of the effects of the plan will need to be documented. Reasonable alternatives are the different realistic options considered by the plan-maker in developing the policies in the plan. They need to be sufficiently distinct to highlight the different sustainability implications of each so that meaningful comparisons can be made. The development and appraisal of proposals in plans needs to be an iterative process, with the proposals being revised to take account of the appraisal findings. The three concept options were appraised in support of an interim SA Report in 2020 (a voluntary stage of the SA process). The findings were reviewed and set out in the final SA Report in 2022. The Council is satisfied the work carried out adequately meets both the SA and SEA requirements.	

Regulation 19 Consultation 2

Key Issue	Council Response	Action
Objective 9: Provide everyone with the opportunity to live in good quality, affordable housing.. This cannot possibly now score “significantly positive effects” with an affordable housing ratio of 20%	As set out above the SA is a process for appraising the effects of a draft plan in relation to economic, social and environmental factors. The policies within the DPD seek to deliver a range of house types, tenure and sizes, including affordable housing, to respond to local housing needs.	No amendment
Objective 10: Protect and improve the health and wellbeing of residents... All the villages currently have a play area, football fields, cricket pitches. The only reason this new settlement area doesn't is because there is currently nothing there. This new settlement is not enhancing quality and accessibility of open space, facilities for recreation and health. It does not propose a new leisure centre, a swimming pool, a gym, a climbing wall, indoor sports facilities. How this could be described as a significant positive effect, there is nothing here that is a significant improvement on what is already in this area	As set out above the SA is a process for appraising the effects of a draft plan in relation to economic, social and environmental factors. The policies within the DPD would ensure new sports, open space and recreational facilities to cater for the needs arising from the development	No amendment
Objective 11: Reduce the need to travel... This assessment fails to address the limited capacity issue of the train service. It states “the increased population should also provide opportunities to improve the provision of public transport from increased frequency and new services”. The train line has large sections of single track, it is running at maximum frequency, without a huge rail infrastructure project, which would be very welcome in the area, is highly unlikely to materialise by the end of this development due to a lack of public funds and other infrastructure demands across the country. How likely is the Government and Network Rail going to fund improving the track to two tracks all the way along this route? This sustainability appraisal is based on wishful thinking, rather than facts	As set out above the SA is a process for appraising the effects of a draft plan in relation to economic, social and environmental factors. The policies within Chapter 10 of the DPD are in line with NPPF (July 2021) which outlines that new developments should promote sustainable transport. The Council has had and will continue to have active dialogue with both Network Rail (and the train operator where appropriate). No significant capacity issues have been identified.	No amendment
Objective 12: Support and maintain a strong and sustainable local economy 5 hectares of employment land - how many jobs does this equate to? What types of employment opportunities will be available? Does the Council know of any business that want to create employment opportunities in this area other than the builders? Many of the businesses listed in the area are low income jobs. New jobs will be	As set out above the SA is a process for appraising the effects of a draft plan in relation to economic, social and environmental factors. The policies within the DPD require 5ha of employment land which will help support the new settlement.	No amendment

2 Regulation 19 Consultation

Key Issue	Council Response	Action
created for a supermarket and nursery, both of which are low paid. New homes being built in Green Hammerton are being sold in excess of £400,000, where are the jobs coming from that people will need to buy in the new settlement? Noting here that viability suggests only 20% of the houses built will be affordable homes		
The sustainability appraisal is unbalanced and has little factual analysis on the differences between the natural sink for rainwater of agricultural land against very loose Suds proposals, though comes to a conclusion of positive benefit. There is much comment on how impacts could be reduced, but these are not costed or included in the conditions of the planning proposal, there is no assurance that the proposed measures will be enforced on the developer.	See response to EA comments above. Local Plan Policy NS2 refers to water quality and requires developers to undertake a thorough risk assessments of the impact of proposals on surface and groundwater systems considering appropriate avoidance measures before incorporating appropriate mitigation measures where necessary. DPD Policy NS11 requires the design and development of proposals to be based on a detailed site-specific flood risk assessment, along with a drainage strategy which incorporates sustainable drainage systems (SuDs).	No amendment
The sustainability document does not have any assessment of the impact of phosphorous, nitrate, priority chemicals, EDC's., microplastics which will be discharged into the River Nidd from the wastewater treatment works which will be required (estimated 1.2million litres/day), the report destination of sewage from the development still has a "?" and hence the documentation and analysis is incomplete and no costed and hence unsound. The river Nidd is an important tributary for spawning salmon and trout and has recently had a weir removed to improve the migration of fish, pollution of the lower reaches of this river arising from this development, particularly during low flows and high temperatures observed this summer and could have a significant impact on the river habitat, an assessment of this has not been considered, the wastewater question remains unanswered and the proposals incomplete and deficient.	See response to EA comments above. Local Plan Policy NS2 refers to water quality and requires developers to undertake a thorough risk assessments of the impact of proposals on surface and groundwater systems considering appropriate avoidance measures before incorporating appropriate mitigation measures where necessary. DPD Policy NS11 requires the design and development of proposals to be based on a detailed site-specific flood risk assessment, along with a drainage strategy which incorporates sustainable drainage systems (SuDs).	No amendment

Table 2.1 Key issues raised and Council's response

- 2.2** The further assessment concludes that the key issues raised do not require any submission changes to be made to the existing Sustainability Appraisal report or its conclusions.

Proposed Modifications 3

3.1 All the responses received to the New Settlement (Maltkiln) DPD Regulation 19 consultation DPD were analysed, key issues identified and if necessary, modifications proposed. A Schedule of Proposed Modifications has been prepared alongside the Submission Draft of the DPD and both will be submitted for Examination.

3.2 All the Proposed Modifications have been assessed against the SA objectives and any impacts identified.

Objective	
1. To protect, conserve and enhance air quality	The proposed modifications do not change the previous SA assessment. 'Overall the DPD is predicted to lead to neutral effects with regards to air quality. Whilst increased growth will no doubt lead to poorer air quality in a largely rural area, this is unavoidable given that the area of search and development here is locked-in through the Local Plan. However, the layout of development will help to encourage modal shift, and several policies will indirectly have benefits with regards to managing air quality. Therefore, the DPD is unlikely to worsen the situation.
2. Protect and enhance the function and connectivity of biodiversity habitats and species	The proposed modifications do not change the previous assessment which is: Overall, a potential minor negative effect is predicted, as the DPD will support the growth of housing in a sensitive area in close proximity to important environmental designations and on a site area containing important habitats. However, the DPD builds upon the safeguarding measures set out in the Local Plan and provides good detailing to help mitigate potential adverse effects on all sensitive sites and achieve a biodiversity net gain. In the longer term, the effects could therefore be positive.
3. Support the resilience of the Green Hammerton/Cattal areas to flood risk	The proposed modifications do not change the previous assessment which is: Overall, it is considered that significant positive effects would arise. Despite a loss of greenspace (which is inevitable given the Local Plan allocation), the DPD should ensure that natural drainage solutions are incorporated into development and areas at risk of flooding are safeguarded for green and blue infrastructure, thus protecting existing and new communities and property from flood risk. Requirements for development to reduce flood risk and increase resilience off-site should result in a net improvement in resilience in the wider area and positively contributing to wider catchment management.

3 Proposed Modifications

Objective	
4. Contribute to climate change mitigation	The proposed modifications do not change the previous assessment which is: Overall, the DPD and the accompanying climate change strategy is predicted to result in significant positive effects on the climate change mitigation objective, as it seeks to minimise the contribution the new settlement will make towards exacerbating climate change and make the settlement resilient in the long term from changes in climate. The measures proposed are much more proactive than the Local Plan on its own, and therefore the baseline position is likely to improve
5. Protect, enhance and manage the character, function and enjoyment of the historic environment	The proposed modifications do not change the previous assessment which is: Overall, despite there being sensitive heritage assets within the new settlement area, the plan policies seek to avoid and mitigate negative effects whilst making a positive use of buildings and assets that have local historic importance. This should help to ensure that significant negative effects are avoided. Therefore, overall only potential minor negative effects are predicted.
6. Ensure that development protects and complements important landscape features whilst retaining a rural character	The proposed modifications do not change the previous assessment which is: Overall, the Plan is likely to reduce the significance of negative effects that might otherwise occur as a result of large scale development in this location. As such, likely minor negative effects are predicted.
7. Minimise the avoidable loss of the most valuable soils and agricultural land	The proposed modifications do not change the previous assessment which is: Local Plan Policy NE8 requires the masterplanning of larger sites to be informed by agricultural land classifications surveys with the aim of minimising any loss. Whilst detailed surveys are not available to inform this appraisal, the new settlement broadly overlaps with Grade 2 agricultural land. The indicative masterplan safeguards land to the east of the new settlement as a strategic green gap. Policy NS2 supports the use of this area for agricultural Harrogate New Settlement DPD Regulation 19 SA Report Prepared for Harrogate District Council AECOM 61 purposes, although it is unclear if this falls within Grade 2 or 3 land, and if at the detailed planning stage if the land will be safeguarded for agricultural use. Nevertheless, it could help to reduce the magnitude of negative effects in terms of soil resources. Therefore, overall minor negative effects are predicted

Proposed Modifications 3

Objective	
8. Protect and enhance the quality of water courses, ground and surface water quality	The proposed modifications do not change the previous assessment which is: Overall, positive effects are predicted in the long term, as the DPD supports the comprehensive delivery of green and blue infrastructure including SuDS, water ponds and other waterbodies to manage increased demand for waste water and drainage in a sustainable way that also safeguards water quality. There could be short term impacts on water quality associated with construction, but it is expected that these impacts would be dealt with through the development process. There will be an increase in water use in absolute terms, but this is already set out in the Local Plan through the commitment to a new settlement. Therefore, the effects of the DPD are considered to be neutral rather than negative. The DPD also explicitly requires new development to exceed current standards with regards to water use/efficiency, which should contribute to positive effects with regards to water usage.
9. Provide everyone with the opportunity to live in good quality affordable housing which meets the needs of occupiers throughout their life	The proposed modifications do not change the previous assessment which is :In terms of enhancing housing provision in existing communities, it is expected that the new Settlement will deliver a more balanced housing offer within the immediate vicinity of the existing villages, including a wider mix of housing types and sizes, tenures and homes with more potential for adaptation (scope for expansion or adaptation can be limited within Conservation Areas for example). Existing communities in nearby villages will also benefit from an increased local provision of affordable housing. Overall, a significant positive effect is predicted
10. Protect and improve the health and well-being of residents by enhancing the quality and accessibility of open space, facilities for recreation and health	The proposed modifications do not change the previous assessment which is: Overall, significant positive effects are predicted for health and wellbeing, as the DPD seeks to secure the provision of new health, community and social infrastructure, as well as a coherent range of sport, recreational, open spaces, parks and green infrastructure in accessible locations.
11. Reduce the need to travel and support a modal shift to active and sustainable modes of travel such as walking, cycling and public transport	The proposed modifications do not change the previous assessment which is: Overall, the DPD is predicted to have a significant positive effect in terms of transportation. In particular, most new communities would have very good walking, cycle and bus access to rail, local employment and local facilities and services including a new local centre and to existing settlements nearby. This is also

3 Proposed Modifications

Objective	
	predicted to benefit existing communities from the provision of improved access into the new settlement area and its new service provision including community facilities and a park and ride option at Cattal Station. Local car trips are likely to arise but the DPD sets out a comprehensive range of safe and convenient alternative options to help offset this.
12. Support and maintain a strong and sustainable local economy	The proposed modifications do not change the previous assessment which is: The new settlement will require the re-location of the existing nursery business at Cattal and result in some loss in farming activity (from the change in land use). This will result in some effects on the existing rural economic activity, but this is not anticipated to be significant given the economic benefits of the new settlement in terms of wider employment opportunities. These effects are also pre-established through Policy DM4 of the Local Plan. Moreover, it is likely that increased population in the area will create demand for the diversification of rural economies.

Table 3.1

3.3 The Modifications as set out in the Maltkiln (New Settlement) DPD Proposed Modifications Schedule following Regulation 19 consultation have been assessed against the Sustainability Appraisal Framework as detailed in the Regulation 19 SA Report April 2022. As shown in the table above, none of the proposed modifications have led to changes to the Sustainability Appraisal assessment.

3.4 The SA conclusion from the Regulation 19 SA remains as follows:

- Overall, the Plan is predicted to have mostly positive effects, particularly in relation to socio-economic factors. Though the new settlement is 'committed' through the Local Plan, the DPD adds detail that should ensure that significant positive effects arise. The approach to housing and employment growth provides clarity on how development would be supported, which ought to ensure that significant positive effects are realised in relation to housing and employment. Likewise, a range of community facilities are identified in locations that should encourage healthy lifestyles and active travel. The focus of development and the local centre around Cattal train station will further support modal shift, which is significantly positive
- Significant positive effects are also predicted in relation to flood risk and climate change, as there is a clear emphasis on the provision of green and blue infrastructure, and contributing to climate change mitigation / resilience.
- There are some environmental sensitivities associated with the new settlement area, and so negative effects are unavoidable for some SA topics. For example, landscape character will be affected in a rural setting and several heritage assets will be affected by a large-scale change in land use. However, the DPD seeks to mitigate effects through layout and specific identification of areas of open space and green infrastructure corridors. Given that the new settlement area is already established through the Local Plan, these measures help to reduce the severity of effects somewhat, and therefore minor negative effects remain.

Proposed Modifications 3

- Potential significant negative effects were identified in relation to biodiversity at the issues and options stage, but the Plan policies respond by explicitly identifying mitigation measures. In particular, pressure on the Aubert Ings SSSI ought to be managed through the creation of two new high quality areas of recreational land. There is also a requirement to implement biodiversity net gain, and so overall the residual effects on biodiversity are considered to be minor.

3.5 For completeness the Regulation 19 SA 2022 report follows and along with this update forms the SA Submission Report.

Regulation 19 SA Report

New Settlement Development Plan Document

Regulation 19 Consultation

Sustainability Appraisal Report

June 2022

Quality information

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Non-Technical Summary

What is Sustainability Appraisal?

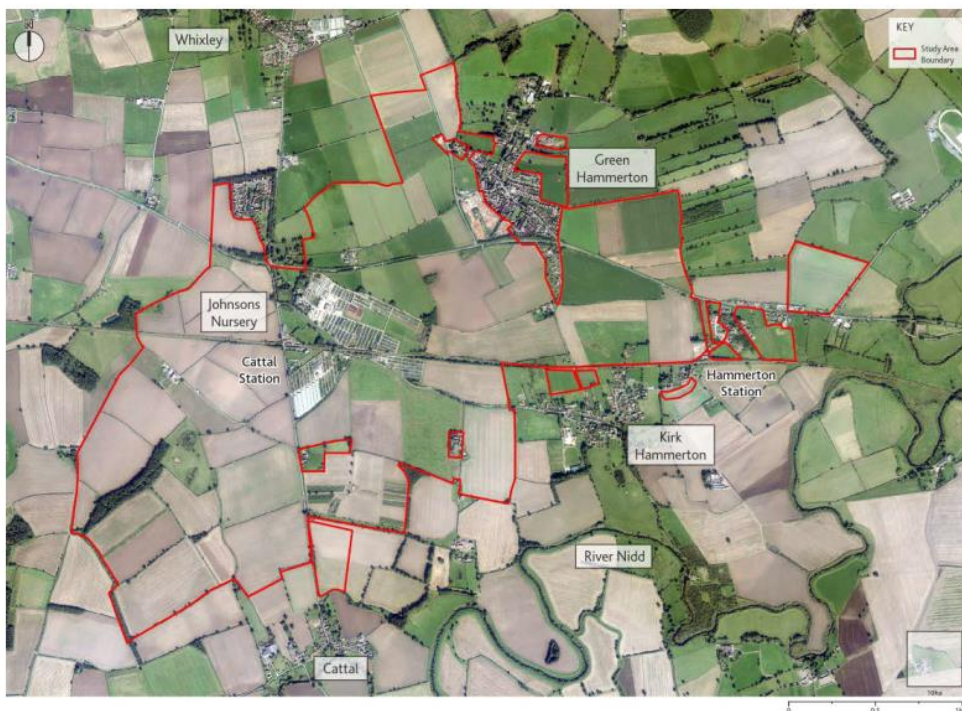
Sustainability appraisal (SA) is a process for appraising the effects of a draft plan in relation to economic, social and environmental factors. It helps to ensure that plans are prepared in a way that takes account of sustainable development.

The requirements for SA are set out in legislation, and require that certain information is presented in a report. This includes the following:

- Information about the Plan
- Scoping (baseline information and policy review)
- Assessment of alternatives
- Assessment of the plan
- Mitigation and enhancement
- Monitoring

Information about the Plan

The Harrogate New Settlement Development Plan Document is being prepared to expand on the approach outlined in Policy DM4 of the adopted Harrogate District Local Plan (2014-2035) and establish the boundary, nature and form of the New Settlement. The Plan area is outlined below.



Scoping

The scoping stage involves the collection of information relating to:

- the state of the environment in the plan area; *and*
- relevant objectives and targets set out within plans, policies and programmes.

This information allowed for a range of key issues to be identified, and to establish what topics should be the focus of the SEA. These topics then formed the basis of a SEA Framework, which is the basis for appraising the Plan (and reasonable alternatives).

The SA Objectives are listed below:

1. To protect, conserve and enhance air quality
2. Protect and enhance the function and connectivity of biodiversity habitats and species
3. Support the resilience of the Green Hammerton / Cattal area to flood risk
4. Contribute to climate change mitigation
5. Protect, enhance and manage the character, function and enjoyment of the historic environment
6. Ensure that development protects and complements important landscape features whilst retaining a rural character
7. Minimise the avoidable loss of the most valuable soils and agricultural land
8. Protect and enhance the quality of watercourses, ground and surface water quality
9. Provide everyone with the opportunity to live in good quality, affordable housing which meets the needs of occupiers throughout their life
10. Protect and improve the health and well-being of residents by enhancing the quality and accessibility of open space, facilities for recreation and health
11. Reduce the need to travel and support a modal shift to active and sustainable modes of travel such as walking, cycling and public transport
12. Support and maintain a strong and sustainable local economy

Assessment of alternative approaches

The key issue at the heart of the Plan is how housing, employment, facilities and open space should be configured. Three concept options were established to explore how the new settlement could be laid out. The maps below show each concept option, followed by a summary of the appraisal findings.

Option 1: Central focus



Option 2: North of Cattal focus



Option 3: Cattal Station Focus



The SA findings show that the options perform similarly across a range of SA topics, which is to be expected given that each involve the same broad location and scale of growth. For housing, health and wellbeing, climate change, landscape, soil, water and flood risk, each option is predicted to have broadly similar effects.

The main points of difference relate to air quality, biodiversity, heritage and transport.

In relation to objective 1 (Air quality), the point of difference is very small, with Option 1 identified as having likely negative effects, whereas Options 2 and 3 potential negative effects are noted, the difference being due to the potential re-routing of the A59 as part of Option 1.

For biodiversity, the potential for significant negative effects is considered to be higher for Option 3 compared to Options 1 and 2, due to the proximity to Aubert Ings SSSI. These are not definite effects though and could potentially be mitigated, hence the uncertain / potential nature of effects.

For heritage, Option 3 performs most favourably as it would be less intrusive in terms of the character of existing settlements and would be less likely to lead to coalescence effects.

For transport, the potential for significant positive effects is considered to be greater for Option 3, and there is less uncertainty as the focus of growth around Cattal station should help to boost and encourage rail travel.

Option 3 has been selected as the Council's preferred approach, the key rationale is as follows:

- The sustainable travel opportunities presented by the focus around an enhanced Cattal rail station, as opposed to a significant rerouting of the A59
- Facilities clustered around Cattal station as a community hub
- A sensitive arrangement of development and greenspace, minimising impact on nearby conservation area villages and the landscape setting
- The option is in line with stakeholder emphasis on steering development away from the existing conservation area villages – as communicated in stakeholder events
- Facilities clustered around the station are approximately 1,200m from nearby villages - enhanced connectivity can be further developed
- A land promoter is in place to support and progress delivery of an approach similar to this spatial option.

Assessment of the current version of the DPD

An appraisal of the Plan was undertaken against each of the SA Objectives. The findings are summarised in the table below.

SA Objective	Effects of the whole Plan
Air quality	Neutral
Biodiversity	<i>Potential minor negative</i>
Flood Risk	Significant positive
Climate change	Significant positive
Heritage	<i>Potential minor negative</i>
Landscape	Minor negative
Soil	Minor negative
Water	<i>Potential minor positive</i>
Housing	<i>Potential significant positive</i>
Health and Wellbeing	Significant positive
Transport	Significant positive
Economy	Significant positive

Mitigation and enhancement

Through the SA process, a number of recommendations are often revealed to enhance the positive effects of the plan and mitigate potential negatives. In this instance the following recommendations have been made.

- Requiring a programme of investigation, recording and public dissemination of results where development would result in the loss of archaeological features considered to be of lower significance.
- With the addition of more explicit requirements relating to water efficiency in new developments / buildings, then the potential for minor positive effects would be more certain. The Council made policy amendments to take account of this recommendation.

Monitoring

There is a requirement to present measures that could be used to monitor the likely significant effects of the Plan as identified through the SA. An appropriate set of indicators have been established through both the Plan and SA Report, designed to effectively monitor the effects of the Plan.

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1. Introduction

1.1 Background

- 1.1.1 Harrogate Council is preparing a New Settlement Development Plan Document (DPD) which will expand on the approach outlined in Policy DM4 of the adopted Harrogate District Local Plan (2014-2035) and establish the boundary, nature and form of the New Settlement, including: highway and access arrangements; public transport, pedestrian and cycle linkages; housing types and tenures; design requirements; and key infrastructure requirements.
- 1.1.2 In preparing the DPD the [2004 Planning and Compulsory Purchase Act](#) requires that a Sustainability Appraisal is undertaken. Alongside this there is a requirement to undertake a Strategic Environmental Assessment (SEA) in line with the [EU Directive on Strategic Environmental Assessment](#). This Sustainability Appraisal undertaken to inform the DPD incorporates the requirements of the SEA Directive.

1.2 SA / SEA explained

- 1.2.1 SA/ SEA is a mechanism for considering and communicating the likely significant effects of an emerging plan, and reasonable alternatives in terms of key environmental issues. The aim of SA is to inform and influence the plan-making process with a view to avoiding or mitigating negative environmental effects and maximising positive effects. Through this approach, the SA seeks to maximise the emerging DPDs contribution to sustainable development.
- 1.2.2 The SA has been prepared in line with the procedures prescribed by the Environmental Assessment of Plans and Programmes Regulations 2004 (the SEA Regulations) which transposed into national law the EU Strategic Environmental Assessment (SEA) Directive¹.
- 1.2.3 The SEA Regulations require that a report is published for consultation alongside the draft plan that 'identifies, describes and evaluates' the likely significant effects of implementing 'the plan, and reasonable alternatives'. The report must then be taken into account, alongside consultation responses, when finalising the plan.
- 1.2.4 In line with the SEA Regulations this Environmental Report must essentially answer four questions:
- What is the scope of the SEA?

- What has plan-making/SEA involved up to this point?
 - ‘Reasonable alternatives’ must have been appraised for the plan.
- What are the appraisal findings at this stage?
 - i.e. in relation to the draft plan.
- What happens next?

1.2.5 These questions are derived from Schedule 2 of the SEA Regulations, which present ‘the information to be provided within the report’. **Table 1.1** presents the linkages between the regulatory requirements and the four SEA questions.

¹ Directive 2001/42/EC

1.3 Structure of this SA Report

This document is the SA Report for the HNSDPD and hence needs to answer all four of the questions listed above with a view to providing the information required by the SEA Regulations.

Each of the four questions is answered in turn within this report, as follows:

Table 1.1: Questions that must be answered by the SA Report in order to meet regulatory² requirements

SA Report question	In line with the SEA Regulations, the report must include... ³
What is the plan seeking to achieve?	An outline of the contents, main objectives of the plan and relationship with other relevant plans and programmes
What is the sustainability 'context'?	- The relevant environmental protection objectives, established at international or national level - Any existing environmental problems which are relevant to the plan including those relating to any areas of a particular environmental importance
What's the scope of the SEA?	- The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan - The environmental characteristics of areas likely to be significantly affected - Any existing environmental problems which are relevant to the plan including those relating to any areas of a particular environmental importance
What are the key issues & objectives?	Key problems/issues and objectives that should be a focus of (i.e. provide a 'framework' for) assessment
What has plan-making/SEA involved up to this point?	- Outline reasons for selecting the alternatives dealt with (and thus an explanation of the 'reasonableness' of the approach) - The likely significant effects associated with alternatives - Outline reasons for selecting the preferred approach in-light of alternatives appraisal/a description of how environmental objectives and considerations are reflected in the draft plan.

² Environmental Assessment of Plans and Programmes Regulations 2004

³ NB this column does not quote directly from Schedule II of the Regulations. Rather, it reflects a degree of interpretation.

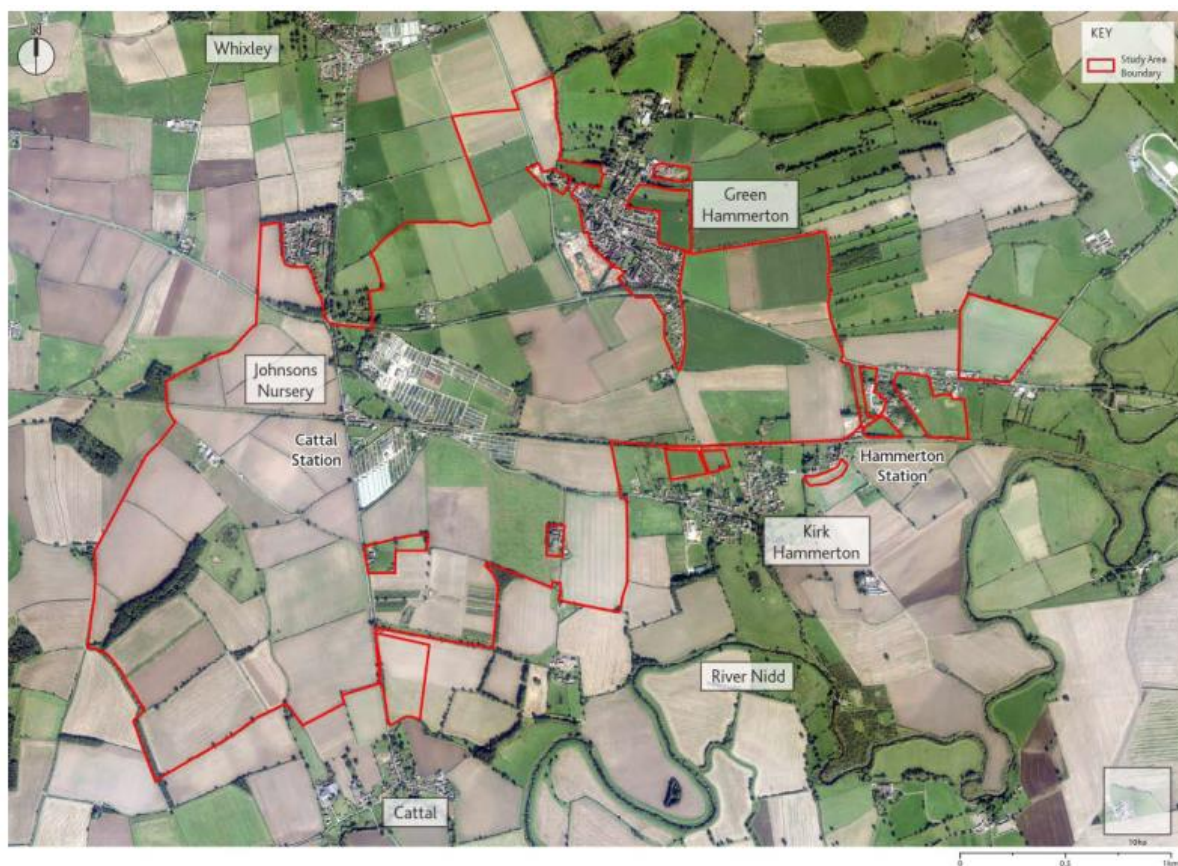
SA Report question	In line with the SEA Regulations, the report must include... ³
What are the assessment findings at this stage?	• The likely significant effects associated with the draft plan • The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects of implementing the draft plan
What happens next?	• The next steps for plan making/SEA process.

2. Planning Context

2.1 Local Plan context

- 2.1.1 Policy DM4 of the Harrogate Local Plan identifies land in the Green Hammerton / Cattal area as a broad location for growth during the plan period and beyond. It is a key part of the growth strategy for Harrogate, and once adopted will guide planning applications across the area.
- 2.1.2 The DPD will be the first step in providing a development framework for the new settlement, outlining the broad layout and locations for housing, employment, new facilities and open space. It will also be supported by a range of policies to help guide development design and other details.

Figure 2.1 The broad area of search boundaries



2.2 Vision and objectives for the DPD

- 2.2.1 The New Settlement DPD is supported by a vision and series of objectives replicated below.

Objectives

Design quality and character: To promote high quality, locally distinctive design that creates a unique sense of place. Design elements should include meandering village streets, village and linear greens, tree-lined streets and parkland.

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

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

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

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

- Pursuing improving best practice in sustainable design and construction to reduce the use of resources and minimise carbon emissions in order to mitigate climate change.
- Delivering a settlement that is resilient to the impacts of climate change, including increased flooding, and contributes positively to the resilience of wider communities.

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

Landscape and open space: To create an accessible landscape framework that:

- Works with local topography – Its hills and field boundaries, becks and woodland.

- Incorporates new distinctive parks and gardens and connects spaces to places

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

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

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

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

3. The Scope of the SA

3.1 SA Scoping Report

- 3.1.1 An SA scoping report was prepared by AECOM and sent to the statutory consultation bodies in September 2018. It was also published on the Council's website <https://www.harrogate.gov.uk/newsettlement>
- 3.1.2 The Scoping Report sets out a range of background information relating to the DPD area along with key issues for the SA. The report establishes a framework of sustainability objectives and guiding questions which provide the methodological basis for appraising the different concept options for the DPD area as well as the appraisal of the draft plan 'as a whole'.
- 3.1.3 The SEA Regulations require that: *"When deciding on the scope and level of detail of the information that must be included in the report, the responsible authority shall consult the consultation bodies"*. In England, the consultation bodies are Natural England, the Environment Agency and Historic England.⁴
- 3.1.4 These authorities were consulted on the scope of the SA for a 5 week period during September/October 2018.
- 3.1.5 Comments received from Historic England and Natural England have been summarised at Appendix 1 together with a response showing how they have influenced the evolution of the SA. No comments were received from the Environment Agency.
- 3.1.6 The purpose of scoping was to outline the 'scope' of the SA through setting out:
- A context review of the key environmental and sustainability objectives of national, regional and local plans and strategies relevant to the NSDPD;
 - Baseline data against which the NSDPD can be assessed;
 - The key sustainability / environmental issues for the NSDPD; and
 - An 'SEA Framework' of objectives against which the NSDPD can be assessed.

⁴ In-line with Article 6(3).of the SEA Directive, these consultation bodies were selected because *'by reason of their specific environmental responsibilities,[they] are likely to be concerned by the environmental effects of implementing plans and programme'*.

- 3.1.7 In Figure 2.1, the broad area of search is outlined with the boundary defined by available land. Whilst the subsequent analysis and key issues considers issues far beyond this tightly drawn boundary, for the avoidance of doubt it should be noted that the broad area of search referred to in this iteration of the SA concerns a less rigid boundary to reflect the fact that available land may change over time and boundaries will be determined in order to achieve a well-planned settlement.
- 3.1.8 For the same reasoning, the concept options are denoted by shapes which show indicative areas for different land uses.

3.2 Key sustainability / environmental issues

- 3.2.1 This section sets out a summary of the key issues that were identified through scoping.
- 3.2.2 Drawing on the review of the policy context and baseline information, the SA Scoping Report was able to identify a range of sustainability / environmental issues that should be a particular focus of SA. These issues are summarised below under a series of SA topics.
- 3.2.3 The selected SA Topics, incorporate the 'SEA topics' suggested by Annex I(f) of the SEA Directive⁵.

Air Quality

- The development and urbanisation of the Green Hammerton / Cattal area could affect air quality in what is currently a rural area. However, this is unlikely to prevent the achievement of air quality objectives.
- There is likely to be a continued reliance on the car to access services, jobs and facilities.

Biodiversity

- The New Settlement area falls within the impact zone of the Aubert Ings Site of Specific Scientific Importance (SSSI).
- There are no National Nature Reserves (NNR), Local Nature Reserves (LNR), Special Protection Areas (SPAs) or Ramsar Sites within or in the vicinity of the New Settlement Area.
- A Special Area of Conservation (SAC), Kirk Deighton SAC, is located approximately 8km south west of the New Settlement Area.

⁵ The SEA Directive is 'of a procedural nature' (para 9 of the Directive preamble) and does not set out to prescribe particular issues that should and should not be a focus, beyond requiring a focus on 'the environment, **including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors**' [our emphasis]

- There are deciduous woodland and traditional orchard priority habitats and key endangered species present within or in the vicinity of the New Settlement Area.

Climatic Factors (Flood Risk and Climate Change)

- Fluvial flooding: The New Settlement Area falls predominantly within Flood Zone 1, although a stretch of Flood Zone 2 and 3 run along Hammerton Beck. Therefore the risk of fluvial flooding is relatively low.
- Surface water flooding: There is a potential for surface water flooding to occur across the New Settlement Area, although areas susceptible to this are relatively isolated and the threat as a whole is considered to be low given the need to implement Sustainable Urban Drainage Systems (SUDS).
- Carbon emissions: Average CO2 emissions per capita are declining in Harrogate District, but whilst these are below the average across North Yorkshire as a whole, per capita emissions are substantially higher in Harrogate District than the national average.

Historic Environment

- The New Settlement area contains a considerable number of heritage assets including Listed Buildings and Structures, conservation areas, buildings of local importance, and archaeological remains which could be affected by development (either positively or negatively).

Landscape

- The landscape is predominantly flat and low lying.
- The development of the New Settlement is likely to have a considerable impact on the local landscape, given the undeveloped nature of the Green Hammerton / Cattal area. Opportunities exist, however, for sensitive landscaping which may help to blur the development into the surrounding countryside.
- Although not within the borders of the North Yorkshire Moors National Park, Yorkshire Dales National Park or Howardian Hills and Nidderdale Areas of Outstanding Natural Beauty (AONB), the New Settlement area enjoys good road access to these areas and these landscape designations are very valuable and sensitive landscape assets which require protection from potential growth.

Water Resources

- The River Nidd is mapped as having surface water and groundwater availability, meaning that water extraction is possible.

- The New Settlement area falls within the Nidd Middle and Lower Operational Catchment Area which includes 13 waterbodies, the majority of which are classified as 'moderate'
- (8) or 'poor' (5) for ecology and chemical status.
- The New Settlement area falls within a Special Protection Zone (SPZ) of zones 1 and 2.

Population and Housing

- The population local to the New Settlement area has increased by 12% between 2011 and 2016.
- After many years where net housing completions were lower than local needs recent delivery has exceeded minimum requirements and begun to address long-term undersupply .Average house prices in Harrogate District are considerably higher than neighbouring areas and have increased by 2.2% over the last year.
- The population within the immediate vicinity of the New Settlement is over-represented in the 15-24 age group and under-represented in the 25-44 age groups in comparison to district and national averages.

Health and Well-being

- Harrogate District has a broadly healthy population with a higher than national average life expectancy.
- The Green Hammerton / Cattal area has lower than average levels of deprivation when compared to areas nationally.
- There are several health and recreational facilities within the vicinity of the New Settlement but there is inadequate access to outdoor sports facilities and parks.
- There would be a need for new health and recreational facilities to support population growth in the Green Hammerton / Cattal area, which is predominantly rural at present.

Transportation

- The New Settlement area is well served by the national highway network but may need to increase capacity to accommodate additional traffic as a result of substantial development in the Green Hammerton / Cattal area.

- The built up areas within the new settlement are served by bus and rail with connections to York, Harrogate and Leeds.
- Local residents in the Green Hammerton area are more likely to travel by car compared to the national average.

Economy

- The Harrogate District has a higher than average proportion of employed economically active people and individuals with higher levels of qualifications.
- The development of the New Settlement area has the potential to support investment in the area, and provide accommodation for a growing workforce.
- Changes in land use could potentially affect rural economic activity.

Minerals and Waste

- The North Yorkshire County area has sufficient land banks of minerals. The site intersects with a minerals safeguarding area.
- Household waste recycling rates are increasing but steadily in the Harrogate District. The closest household recycling centre is located some distance from the New Settlement area.

3.3 SA Framework

- 3.3.1 The SA framework has been established through the identification of key issues and environmental objectives as part of the scoping exercise. This draws upon the baseline position and policy context that has been prepared for a range of SA topics.
- 3.3.2 The framework consists of a set of headline objectives and supporting questions, which has been used to appraise the environmental effects of the draft Plan (and any reasonable alternatives).
- 3.3.3 Table 3.2 below outlines the full SA Framework, which focuses on those issues that have been identified as the most important to consider in the preparation of the Plan; but acknowledging the limited influence that the Plan can/will have in some areas.
- 3.3.4 These issues were then translated into an 'SA Framework'. This SA Framework provides a methodological framework for the appraisal of likely significant effects on the baseline.

SA Objective	Supporting questions (Will the option/proposal help to...)
1. To protect, conserve and enhance air quality	• Protect air quality? • Minimise the contribution towards air quality issues in other parts of the district by reducing emissions from traffic?
2. Protect and enhance the function and connectivity of biodiversity habitats and species	• Support connections between habitats in the Green Hammerton / Cattal area? • Avoid any impacts on the Aubert Ings SSI and the Kirk Deighton SAC? • Avoid the loss of hedgerows and compensate for their loss? Achieve a net gain in biodiversity? • Support access to, interpretation and understanding of biodiversity? • Increase the resilience of biodiversity and in the New Settlement area to the effects of climate change?

SA Objective	Supporting questions (Will the option/proposal help to...)
3. Support the resilience of the Green Hammerton / Cattal area to flood risk	• Improve green infrastructure networks in the plan area to support adaptation to the potential effects of climate change? • Sustainably manage surface water run-off, ensuring that the risk of flooding is not increased (either within the plan area or downstream) and where possible reduce flood risk? • Ensure the potential risks associated with climate change are considered through new development in the plan area?
4. Contribute to climate change mitigation	• Support the development of renewable and low carbon energy schemes?
5. Protect, enhance and manage the character, function and enjoyment of the historic environment	• Conserve, better reveal the significance and enhance heritage assets, their setting and the wider historic environment? • Contribute to better management of heritage assets? • Identify and protect / enhance features of local cultural importance? • Support access to, interpretation and understanding of the historic environment? • Support the protection and recording of environmental features?
6. Ensure that development protects and complements important landscape features whilst retaining a rural character	• Conserve and enhance the character and quality of landscapes? • Contribute to better management of landscape assets? • Maintain areas of 'tranquility'? • Be mindful of 'dark skies'? • Support access to, interpretation and understanding of the surrounding landscape? • Improve linkages to open space and the countryside?
7. Minimise the avoidable loss of the most valuable soils and agricultural land	• Minimise the loss of the most valuable soils, where possible? • Compensate for the loss of productive agricultural land?

SA Objective	Supporting questions (Will the option/proposal help to...)
8. Protect and enhance the quality of watercourses, ground and surface water quality	• Protect groundwater quality in the NVZ? • Minimise water consumption? • Reduce surface water pollution?
9. Provide everyone with the opportunity to live in good quality, affordable housing which meets the needs of occupiers throughout their life	• Support the provision of a responsive range of house types and sizes to meet identified needs? • Provide quality and flexible homes that meet people's needs throughout their lives? • Enhance housing provision in existing communities?
10. Protect and improve the health and well-being of residents by enhancing the quality and accessibility of open space, facilities for recreation and health	• Promote accessibility and availability to a range of leisure, • health and community facilities, for all community groups? • Provide and enhance the provision of community access to • green infrastructure, in accordance with Accessible Natural • Greenspace Standards? • Improve access to local parks?
11. Reduce the need to travel and support a modal shift to active and sustainable modes of travel such as walking, cycling and public transport	• Increase the range, availability and affordability of sustainable travel choices i.e. public transport, walking, cycling? • Improve road safety? • Promote sustainable patterns of land use and development that reduce the need to travel and reliance on the private car? Enable transport infrastructure improvements?
12. Support and maintain a strong and sustainable local economy	• Support the local economy and provide access to employment opportunities? • Avoid negative effects on existing businesses whilst improving opportunities for increased local spending? • Sustain high levels of local education and skills by ensuring sufficient access and provision to local schools and education facilities? • Promote diversification of rural economies?

3.4 Determining Significance

- 3.4.1 The SA process seeks to identify and evaluate 'likely significant effects' on the baseline / future baseline arising from the broad concept options outlined. The approach draws on the sustainability topics and objectives as a methodological framework.
- 3.4.2 It is important to note that effects should be predicted based upon the criteria presented within the [SEA Regulations](#). So, for example, account has been taken of the nature of the effects (including magnitude, spatial coverage and duration), the severity of receptors, and the likelihood of effects occurring as far as possible. The potential for cumulative effects have also been considered.
- 3.4.3 When identifying whether an effect is significant or not, it is important to be aware of limitations. Of particular note when appraising options at an early stage of plan making, is that they are conceptual, and so it is difficult to precisely identify the extent of significance. Nevertheless, the broad implications of Options can be described in terms of their potential for negative or positive effects. Where there is a greater degree of certainty and confidence in predictions, likely significant effects can be highlighted.
- 3.4.4 To aid in the communication of findings, effects are illustrated by using the following colours and symbols, which highlight the nature and likelihood of effects occurring. The nature of uncertain effects is also identified, for example, an uncertain negative or an uncertain positive effect.

Nature of Effects	Likely effects	Potential / uncertain
Significant positive effects		?
Minor positive effects		?
Neutral effects		?
Minor negative effects		?
Significant negative effects		?

4. What has plan making / SEA involved to this point?

4.1 Introduction

- 4.1.1 In accordance with the SEA Regulations the SA must include:
- An outline of the reasons for selecting the alternatives dealt with; and

- The likely significant effects on the environment associated with alternatives / an outline of the reasons for selecting the preferred approach in light of alternatives appraised.

4.1.2 The 'narrative' of plan-making / SA up to this point is told within this part of the SA Report.

4.2 Consideration of reasonable alternatives

4.2.1 The SEA Regulations require that alternatives to a Plan are considered and those that are reasonable are appraised. There is no explicit definition of what constitutes a reasonable alternative, but there are some key factors to that have been taken into account.

- Alternatives for all aspects of a Plan do not need to be appraised in an SA. The focus should be on those issues that are at the heart of the Plan. In this instance, the key choices relate to the layout of the new settlement including the location of housing, employment, a local centre and open space. These factors are addressed through the development of concept options (see section 4.3 below).
- It is considered unnecessary to appraise options for every individual policy as some are not strategic in nature, and are guided by national policy, specific evidence and / or viability issues.
- Alternatives need to be sufficiently distinct to allow for a meaningful appraisal and comparison of approaches. Therefore, options with subtle differences are considered to be unreasonable.
- Alternatives need to be framed in the context of the Plan vision and objectives. Any options that are not consistent with these have been deemed to be unreasonable. For example, the option of developing a higher level of growth across the new settlement is considered to be unreasonable as it would likely lead to significant negative effects with regards to landscape, and would not be consistent with Policy DM4 from the adopted Harrogate Local Plan.
- Likewise, the option of delivering a lower scale of growth is considered unreasonable as it is also contrary to Policy DM4 (which seeks a minimum of 3000 dwellings to support the housing strategy) and would be less likely to derive benefits in terms of securing community facilities and infrastructure.

4.3 Establishing Concept Options

- 4.3.1 Gillespie's, supported by Cushman & Wakefield and Vectos were commissioned by Harrogate District Council to develop a concept framework for the delivery of a new settlement in the Green Hammerton/Cattal area.
- 4.3.2 Following an assessment of the baseline position, constraints and opportunities alongside early stage stakeholder engagement, three options that provide a distinct range of spatial approaches to delivering a new settlement were developed.
- 4.3.3 There are a number of factors and guiding principles that influenced the evolution of the options.
- 4.3.4 The starting point was the adopted Local Plan, specifically Policy DM4 that identifies a broad location within which a new settlement should be located. Thereafter, within that broad location there may be more than one option that can reasonably meet the guiding principles that led to the choice of location, that underpin DM4 of the adopted Local Plan.
- 4.3.5 A concept framework was commissioned, in which key issues and opportunities were explored around nine key themes, which helped to inform the development of three options.
- 4.3.6 The three concept options are presented below (more information can be found in the Regulation 18 Consultation Documents).
<https://www.harrogate.gov.uk/newsettlementdpd>.
- 4.3.7 It is important to note that the visual representation of the options below were not explicit locations for development. They presented the likely broad location of development dependent on the focus of each option and were intended to be used as an aid to compare broad options rather than a precise indication of a site boundaries.

- 4.3.8 For each option indicative areas for housing, local centre, employment area, green spaces and connections were presented.
- 4.3.9 Each option was assessed against the SA Framework and this helped to inform the draft Plan.

Option 1: Central Focus



- 4.3.10 This option focused on the area north of the railway line between Cattal and Hammerton train stations, and incorporates the village edges of Green Hammerton and Kirk Hammerton. The key spatial characteristics of this option included:

- Housing between existing settlements and linked to a new central local centre.
- Separate employment area to the east, between Green Hammerton and Kirk Hammerton
- Potential re-routed A59
- Connections to Green Hammerton facilities

Option 2: North of Cattal Station Focus



4.3.11 This option focused on the area north of the railway line around Cattal station, with the majority of the development located south of the A59. The key spatial characteristics of this option included:

- Local centre and housing focused to the north of Cattal station and railway line in an elongated east-west orientation
- Local centre located adjacent to railway station
- Significant green space buffer maintained between development and Green Hammerton with improved green connections
- Employment area located between new development and existing settlements

Option 3: Cattal Station Focus



4.3.12 This option focused on the area around Cattal station expanding towards the south and southwest of the railway line. Key spatial elements of this option included:

- Local centre and housing focussed around Cattal station
- Employment area near to Cattal station
- Pockets of green space
- Improved green links and new vehicular/ pedestrian crossings

4.4 Appraisal of the Concept Options

- 4.4.1 This section presents the appraisal of each concept option against each of the SA Objectives, followed by a summary of the findings.
- 4.4.2 Each option is given a predicted effect ranging from significant positive to significant negative. An indication of whether the effects are considered likely to arise or whether they are more uncertain is also provided. Finally, if possible, the options have been ranked in terms of their performance against each SA Objective.
- 4.4.3 Then the preferred approach is identified, and reasons are given as to why this has been selected and the alternatives rejected.
- 4.4.4 It should be noted that the appraisal of the Concept Options has been tweaked in places to reflect feedback received on the Interim SA Report at Regulation 18 consultation.

4.5 Objective 1: To protect, conserve and enhance air quality

Option 1	Option 2	Option 3
Minor negative effects (Likely)	Minor negative effects (potential)	Minor negative effects (potential)
1	1	1

- 4.5.1 Each option has the potential to affect air quality in the broad area of search and immediate vicinity through the creation of new and/or busier road networks in what is currently a predominantly rural area. However, air quality is generally good across the District and the broad area of search for the new settlement is not highlighted as being of concern for air quality and therefore the new settlement is not likely to impact significantly upon air quality objectives.
- 4.5.2 In addition, it is expected (as per Draft Local Plan Policy DM4) that all options will include substantial amounts of open space and green infrastructure and therefore each option has the potential to mitigate impacts on air quality (through promotion of sustainable modes of travel, as well as the use of green infrastructure).

- 4.5.3 There may also impacts on air quality during the construction phases. The extent of this will be informed by the scale of development as well as infrastructure requirements, i.e. road construction and other large projects. Whilst all options include the same quantity of housing and employment, Option 1, which includes the re-routing of the A59, may have a greater impact on air quality due to the scale of the work involved and potential phasing i.e. if housing is built before the road is re-routed in full which may produce more congestion in the short term. However, the effects are not likely to be significant in the longer term and at this stage in the process it is difficult to quantify the extent of pollution generated by each option. It should also be recognised that rerouting of the road should help to reduce traffic through existing settlements, which would help improve air quality in those locations (or at least ensure that the baseline position does not deteriorate).
- 4.5.4 Overall, all three options are predicted to have minor negative effects, and due to the scale of growth involved these are likely to arise even in mitigation measures are secured. Though Option 3 is more favourable in terms of supporting access to a train station (which ought to reduce longer distance trips, it is slightly less favourable in terms of access to existing settlements compared to Options 1 and 2.
- 4.5.5 Each could have benefits and disadvantages with regards to air quality. The main difference relates to Option 1 which could have temporary negative effects with regards to the re-routing of the A59.

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

Option 1	Option 2	Option 3
Minor negative effects (Likely)	Minor negative effects (Potential)	Significant negative effects (Likely)
2	1	3

- 4.6.1 Each option has the potential to incorporate substantial amounts of new natural green space which could support connections between habitats in the area. Low lying areas provide opportunity to combine wetland habitat creation with Suds which could also contribute to resilience against climate change. Regardless of option involved, much of the land use changes would be from agricultural land. The ecological value of these areas will need to be established through detailed surveys and the biodiversity metric, but would not be anticipated to be high value given the current landforms and agricultural usage. As such, there should be good potential to achieve biodiversity net gain for each of the options.
- 4.6.2 The broad area of search lies in relatively close proximity to Kirk Deighton SAC (approx 8km to the south west). This site contains Great Crested Newts within a “Standing open water and canal” habitat type which is sensitive to nitrogen. Natural England raised concern at the impact on this site during the Local Plan Publication consultation. Air quality dispersion modelling was undertaken in response to this which considered the impact of the Local Plan as whole (therefore including the new settlement in the broad area of search) and was based on modelling of the Affected Road Network (ARN). The work showed that the estimated traffic increase from the Local Plan development (as well as forecast growth in other areas and predicted trends in car ownership etc.) would not generate a significant increase in the average annual daily traffic flows on the roads closest to the SSSI (Ox Moor Lane and Cattal Street). As a result, it is not anticipated that development of the new settlement in the broad area of search would have a significant impact on the SAC.

- 4.6.3 Given the similarities in terms of scale and location, it is unlikely that any of the options would be significantly better or worse in terms of their impact on Kirk Deighton SAC, though as with air quality objectives in general, options which reduce car usage are less likely to increase and alter traffic flows will have less of an impact.
- 4.6.4 Aubert Ings SSSI lies to the south of the broad area of search and comprises an area of lowland grassland. At present, while there is no public right of way within the SSSI, it is used informally by local residents. An increase in housing could lead to damage to the notified features of the site through increased trampling, dog fouling, impacts on management and urban edge effects such as fly tipping and anti-social behaviour. The site is vulnerable due to its small size and attractive location along the River Nidd.
- 4.6.5 Whilst the three options comprise the same level of population growth, option 3 includes housing in closer proximity to the site and with fewer physical obstacles (such bridges or crossings over the A59 and railway which are assumed will be a feature of all options). It could therefore potentially generate more footfall on the site than the other options (although this will depend on the nature of any footpath access).
- 4.6.6 However, recreational pressure on the SSSI could potentially be mitigated through provision of substantial and attractive GI within all the options which would provide an alternative area for walking and recreation. A coherent network of walking routes, including links to existing green corridors and improved provision of rights of way, will also be instrumental in limiting the impact on the SSSI
- 4.6.7 There is also a potential impact on the Aubert Ings SSSI from increased air pollution from increased traffic flows. However, traffic modelling work undertaken for the Local Plan shows that the anticipated increase in average annual daily traffic on Ox Moor Lane and Cattal Street at Cattal is not considered significant by Natural England's standard methodology. Moreover, the Local Plan growth strategy as a whole and the New Settlement in particular aims to focus development at locations where there is access to good public transport and/or the opportunity to improve services.
- 4.6.8 All of the options will require a full ecological survey but at this stage, based on a desktop survey, it is unlikely that any options cannot mitigate for any disturbances to protected species.

- 4.6.9 Adopted Local Plan Policy NE3: Protecting the Natural Environment includes requirements for all development to take measures to protect and enhance the natural environment.
- 4.6.10 None of the options need result in substantial loss of woodland or trees and each option has the potential to include substantial amounts of green infrastructure, including woodland and other habitat creation. It is too early at this stage to ascertain which (if any) hedgerows will be lost but all the options have the opportunity to try and retain them and/or compensate for their loss.
- 4.6.11 Options 1 and 2 and both predicted to have minor negative effects, as it ought to be possible to avoid the most sensitive locations and implement mitigation. However, in terms of severance and disturbance from roads, Option 1 is more likely to have negative effects as it involves the re-routing of the A59. As such, negative effects are considered more likely to arise compared to Option 2 (which is why option 2 is ranked as most favourable in terms of biodiversity).
- 4.6.12 Option 3 is predicted to have potential significant negative effects because it is more likely to bring housing development closer to the Aubert Ings SSSI (potentially leading to recreational pressure), and a greater amount of recorded woodland could be affected. However, there is flexibility in design and layout that should allow for negative effects to be avoided and positive effects secured in the longer term (hence the effects not being recorded as 'likely'). For this reason, this option is ranked least favourable in terms of biodiversity.

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

Option 1	Option 2	Option 3
Minor positive effects (Potential)	Minor positive effects (Potential)	Minor positive effects (Potential)
1	1	1

- 4.7.1 All of the options have the potential to incorporate substantial amounts of green and blue infrastructure to support adaptation to the potential effects of climate change.
- 4.7.2 The New Settlement area falls predominantly within Flood Zone 1, although a stretch of Flood Zones 2 and 3 runs along Kirk Hammerton Beck. The risk of fluvial flooding is therefore relatively low for all options. This is confirmed by the Flood Risk Sequential Assessment, that identifies that all three options are sequentially acceptable.
- 4.7.3 All of the options have the potential to cause some adverse effects as a result of additional surface water discharge on nearby water courses, but this could be mitigated in all options by the use of Sustainable Urban Drainage Systems (SuDS) which should aim to manage water discharge onsite in the first instance (ideally using measures that mimic natural processes). A well-designed and managed drainage system may also contribute to managing flood risk downstream and therefore potentially benefitting a wider area.
- 4.7.4 Infiltration drainage is unlikely to be fully successful at this broad location due to ground conditions in the surrounding area being predominantly heavy clay soils. However, all options have the potential to explore alternative methods including soakaways, permeable cellular pavements, grassed swales, infiltration trenches, wetlands, ponds and green roofs that assist in dealing with surface water at source on site.
- 4.7.5 Several small areas of high and medium surface water flood risk exist in the new settlement area. However, these are dispersed with large areas of very low flood risk in between giving more drainage opportunities and therefore the risk and potential significance of surface water flood risk is low. Development would need to be in line with national and local flood risk policy in all cases and there would be a need for a flood risk assessment to inform the detailed design stage of developments with potential for effects.

- 4.7.6 Overall, it is considered that minor positive effects are possible for all three options (but not assured as this will depend on the green and blue infrastructure secured). Despite a loss of greenspace, there should be ample flexibility to incorporate natural drainage solutions into development, and this should help to minimise flood risk, whilst contributing to wider catchment management.
- 4.7.7 It is not possible to differentiate the options with confidence at this stage and so they are all ranked on par with one another.

4.8 Objective 4: Contribute to climate change mitigation

Option 1	Option 2	Option 3
Significant positive effect (Potential)	Significant positive effect (Potential)	Significant positive effect (Potential)
1	1	1

- 4.8.1 A development of this scale could possibly make a significant positive contribution towards this objective. All options ought to be capable of incorporating measures to improve the efficiency of the built environment and likewise all options have the potential to incorporate low carbon and renewable energy schemes.
- 4.8.2 Overall, the effects are expected to be positive, but there is some uncertainty at this stage as these positive effects would be dependent upon scheme design and the green infrastructure linkages secured throughout the new settlement and beyond.
- 4.8.3 Likewise, the potential to achieve very high levels of sustainability and low carbon energy schemes could be affected by viability or deliverability issues, so it cannot be said for certain that the effects would be significantly positive.
- 4.8.4 It is not possible to rank the options with confidence, and so they are recorded as being on par with one another.

4.9 Objective 5: Protect, enhance and manage the distinctive character and appearance of the historic environment

Option 1	Option 2	Option 3
Minor negative effects (Potential)	Significant negative effects (Likely)	Minor negative effects (Likely)
2	3	1

- 4.9.1 Development anywhere within the broad area of search is likely to impact on the setting and significance of a wide range of heritage assets - including Conservation Areas, listed buildings and non-designated heritage assets. The effects of the new settlement are predicted to be negative for all options as the change from rural landscape to residential settlement will significantly change the settlement pattern and character of the wider rural setting of the neighbouring villages, designated and non-designated heritage assets contained therein, as well as historic farmsteads and individual properties peppered across the landscape in the vicinity. The rural setting and context of these traditional farmsteads and country houses is integral to their legibility and significance.
- 4.9.2 Both Kirk Hammerton and Green Hammerton Conservation Areas are rural villages; being surrounded by open fields which contribute to their characters. Even where the fields are screened by hedges or partially screened by trees, it is the absence of buildings that is important. This is also the case when considering the setting of the Grade I listed church at Kirk Hammerton. Certain views are noted as key views in the Conservation Area Appraisals. All options have the potential to impact on the Kirk Hammerton and Green Hammerton Conservation Areas, causing harm through the loss of rural context and coalescence. However, it could also be argued that a well-planned and managed development of a new settlement in this vicinity, with a network of appropriately designated green spaces to afford some protection to their setting and key vistas, may be less harmful than incremental development in the villages over time.

- 4.9.3 Options 1 and 2, whilst showing areas of green space on the indicative layouts, result in a settlement pattern more akin to a single amorphous settlement which would subsume the existing historic settlement pattern. Option 1 in particular shows housing and employment development to the south east of Green Hammerton (south of the A59 and the north of the railway line and Hammerton Station) which is a sensitive area for a number of reasons. It makes a positive contribution to the landscape pattern, forming the rural setting of the Conservation Areas (which contributes strongly to their characters) and affords views in towards the Hammertons and out to the east. Development in this sensitive area would cause harm to the significance of the Green Hammerton and Kirk Hammerton Conservation Areas due to coalescence of the distinct settlements and would be inconsistent with local character and distinctiveness. Option 2 does not extend built development as far east, and so potential coalescence and negative effects on the Conservation Areas is somewhat lower.
- 4.9.4 The impact of development could be reduced to an extent through good design, by providing relief across the site in order to break up extensive dense built form with landscaping, green linkages, varied building heights and densities. In this respect, Option 2 provides a degree of separation between Kirk Hammerton and Green Hammerton. Whilst there are pockets of green space included within option 1, the built up area would still be more likely to lead to coalescence.
- 4.9.5 In both options 1 and 2, the wider rural context would still be degraded and the scale of development and the resultant coalescence is such that is highly unlikely that the harm could be fully mitigated. A lower density development with greater areas of greenspace could help to mitigate effects, but this would not meet other objectives for the new settlement (e.g. delivery of housing and infrastructure).
- 4.9.6 Settlement character is likely to be best respected with Option 3, as there is a greater distance between the proposed settlements, thereby protecting the distinct identity and character of individual settlements and affording more opportunities to maintain a rural setting and reduce the impact on the historic environment. However, this option would potentially impact upon the significance and setting of the Grade II* Listed Thornville House (and a range of other supporting Grade II Listed features) which lies to the southeast of the site.
- 4.9.7 In addition, all three options would impact upon the significance, setting and rural context of the Grade II Listed Providence House which enjoys a prominent position north of the A59.

- 4.9.8 Archaeology - Whilst this assessment has been undertaken before receipt of a search of the historic environment, in regard to archaeology, all options have potential to include areas of archaeological value. Rudgate and Dere Street Roman Roads run through this area and there is a high potential for Iron Age/Romano British remains anywhere in the vicinity. There are also cropmarks in the area which have been mapped by the National Mapping Programme and interpreted as Iron Age/Romano British. In the absence of development, effects on archaeology are unlikely to be significant. However, the opportunity to discover and record features / items of interest would be lower.
- 4.9.9 Any potential impact on archaeology should be fully assessed - it may be possible for such impact(s) to be mitigated through field evaluation, development design and where impact is unavoidable, a programme of investigation, recording and public dissemination of results.
- 4.9.10 Railway Assets - Kirk Hammerton Signal Box and the other station buildings at this station are designated heritage assets of national significance. Cattal station, Signal Box and Victoria Pub are non-designated heritage assets of local significance and are an important part of railway heritage, easily identified by their architecture. Development of any of the options would need to respect these buildings which are features of local cultural importance.
- 4.9.11 All of the options could support access to and interpretation of the railway assets through design which respects and/or enhances their provenance. Information boards and heritage trails could help promote the significance and understanding of these assets, as well as the heritage assets in the wider area. Opportunities could also be taken in all options to maintain and celebrate key views and vistas. The proposed layout of development should be informed by the established settlement pattern. Open space should be concentrated in parts of the site that comprises higher and more visible ground and where there could be opportunities for designated viewpoints towards York and Kirk Hammerton.

- 4.9.12 Option 1 is predicted to have significant negative effects because it is most likely to lead to complete coalescence between existing villages. This would detrimentally affect their historic settlement patterns, as well as the gateway into the villages. Whilst some greenspace would be included to help soften impacts, it is considered that the form of growth in this area would be more likely to lead to significant negative effects. For this reason, this option is considered least favourable in terms of cultural heritage.
- 4.9.13 Option 2 is predicted to have potential significant negative effects. This option would have less of an effect on listed buildings in the open countryside (such as Thornville House), but brings development into closer proximity to the Conservation Areas of Green Hammerton and Kirk Hammerton. There is potential for greater negative effects on the rural setting of these settlements. However, complete coalescence is unlikely, and a large amount of greenspace is proposed that should help to offset such effects. Therefore, minor negative effects are considered most likely (though significant negatives cannot be ruled out at this stage).
- 4.9.14 Option 3 is predicted to have minor negative effects as it will alter the setting of several listed heritage assets. In particular, it encroaches into open space near to Thornville House. Whilst the open countryside setting of Thornville House and other supporting heritage features could be affected, there would be no direct impacts on these assets. There would also be screening offered by existing trees and potential for green space to buffer impacts. Therefore, significant effects are considered unlikely. With regards to impacts on existing settlements, the built form of Green Hammerton and Kirk Hammerton would be less affected, and therefore only minor effects would be anticipated. For this reason, this option is considered most favourable in terms of cultural heritage.

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

Option 1	Option 2	Option 3
Significant negative effects (Potential)	Significant negative effects (Potential)	Significant negative effects (Potential)
2	2	1

- 4.10.1 The broad area of search is largely rural and undeveloped and therefore all options will have a negative impact on local landscape character. At a regional and national level the impact may not be as significant but at a local level, the character areas covering the broad area of search consist of farmland of varying types and therefore the introduction of a new settlement will have a significant effect. In a sense, these effects are difficult to avoid given that the area of search is identified in the adopted Local Plan. Therefore, the focus here is on the extent to which the options could avoid or limit the significant effects.
- 4.10.2 Option 3 has the potential to impact less significantly upon the relationship between existing villages whereas option 1 has the potential to create a new relationship which could be positive or negative depending on the layout and site arrangement.
- 4.10.3 Option 2 appears to be led by existing constraints of the railway line and road rather than appreciation of existing settlement pattern or landscape character and is a less organic option which is less preferable in landscape terms.
- 4.10.4 Option 1 shows housing and employment development to the south east of Green Hammerton (south of the A59 and to the north of the railway line and Hammerton Station) which is an important area in landscape terms as it typifies the local landscape pattern. It forms the setting of the distinct villages of Green Hammerton and Kirk Hammerton and affords views toward these villages and to the east. However, all options have the potential to create new quality landscape and townscapes and there is opportunity for all options to explore ways of softening their impact.

- 4.10.5 All options have the potential to include attractive green spaces and areas of relative tranquillity (relative bearing in mind their context within a residential area close to road and rail links). All options also have the potential to incorporate lighting to minimise light pollution. Whilst appreciating that the green space locations indicated on the concept diagrams are indicative at this stage, it is important to consider how these spaces will be used to maximise their effectiveness and avoid conflict between functions (e.g. "quiet" places for wildlife vs. recreational spaces).
- 4.10.6 Links from the existing villages to countryside and rights of way are currently poor and all options have the potential to improve access to open countryside and integrate the landscape into development.
- 4.10.7 At this stage there are no details of ongoing management arrangements for landscape assets but all options have the potential to develop a comprehensive management plan to manage and maintain landscape assets. This could include adoption by existing or newly formed community groups to manage and/or use green spaces where appropriate. Although not within the borders of the North Yorkshire Moors National Park, Yorkshire Dales National Park, Howardian Hills or Nidderdale AONB, the New Settlement area enjoys good road access to these areas and these landscape designations are valuable and sensitive landscape assets which require protection from potential growth. Ensuring an attractive range of green infrastructure assets and linkages to surrounding countryside will help mitigate this impact.
- 4.10.8 Overall, though effects on the landscape character will undoubtedly be negative as a result of large scale development, the DPD has potential to minimise the significance of these effects through layout, design and enhancement measures. In this respect, significant negative effects are identified but are not considered to be a foregone conclusion. In terms of comparison between the options, each has benefits and disadvantages in terms of landscape character, but the effects would be expressed in different ways. Option 3 is considered to be marginally favourable out of the three approaches as it intrudes less on existing villages and is less likely to lead to coalescence.

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

Option 1	Option 2	Option 3
Minor negative effects	Minor negative effects	Minor negative effects

(Likely)	(Likely)	(Likely)
1	1	2

- 4.11.1 Development of each option would result in a permanent loss of agricultural land, much of which is classed as the best and most versatile. In this respect, each option has negative effects. However, growth of this scale in this broad location is committed within the draft Local Plan, and so these effects are difficult to avoid through the new settlement DPD itself. In the context of agricultural land resources across the District and in the wider area, the effects are therefore not considered to be significant.
- 4.11.2 The broad area of search comprises agricultural land classed Grade 2 (very good quality agricultural land) and Grade 3 (good to moderate quality agricultural land).
- 4.11.3 In very broad terms, Option 1 appears to include a mixture of Grades 2 and 3 (although data is limited in regard to whether the Grade 3 land is 3a or 3b (these subgrades 3a and 3b denote good and moderate quality agricultural land respectively). Option 2 also includes a mixture whereas Option 3 includes a larger proportion of Grade 2.
- 4.11.4 Though there will be a loss of agricultural land regardless of the option pursued; opportunities to minimise loss should be explored. The Draft Local Plan Policy NE8: Protection of Agricultural Land requires the master planning of larger sites to be informed by agricultural land classification surveys with the aim of minimising any loss. Broadly speaking, option 3 contains the largest amount of higher quality Grade 2 land, which could be difficult to avoid. As such, this is predicted to have greater potential for negative effects compared to Option 1 and 2 (though all are minor in the context of the baseline position set by the Local Plan).

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

Option 1	Option 2	Option 3
Minor positive effects (Potential)	Minor positive effects (Potential)	Minor positive effects (Potential)
1	1	1

- 4.12.1 Water quality may be affected by development of the new settlement in a number of ways. There could be effects at the construction stage, changes in surface water run-off, and development that disturbs groundwater aquifers. This could be positive or negative.
- 4.12.2 The new settlement area falls within the G103 - Vale of York Groundwaters Nitrate Vulnerable Zones (NVZ) and the Nidd from Crimple Beck to River Ouse Surface Waters NVZ. In the absence of development, the presence of nitrates in water may persist given the agricultural nature of the land in this area. Each of the options will result in a substantial area of new residential and employment development, along with associated green and blue infrastructure and open space. Where these changes involve land that is currently used for agriculture, there is potential for a reduction in the amount of pollutants (nitrates that are generated from farming practices) that are washed into watercourses. The effects are therefore potentially positive for each option, particularly those that involve the change in active farmland.
- 4.12.3 All of the options fall broadly within flood zone 1. Therefore, the potential for development to affect water quality in flood prone areas is considered to be low. Additionally, a well-designed and managed drainage system could help manage flood risk both onsite and further downstream as well as assisting in the reduction of pollutants.
- 4.12.4 In terms of water quality, legal requirements for water quality, as set out in the Water Framework Directive, are likely to lead to continued improvements to water quality in watercourses in the wider area. However, water quality could be affected by pollution incidents in the area, the presence of non-native species and physical modifications to water bodies. SUDs should form an important component of all of the options and therefore there would be potential to manage any possible impacts on water quality due to increased pressure on waste water and drainage networks.
- 4.12.5 All of the options have the opportunity to incorporate measures to minimise water consumption and overall, the effects are predicted to be potentially positive for all three options in the long term as SUDs are likely to be implemented, as well as appropriate infrastructure to manage increased demands for waste water and drainage. There could be short term impacts on water quality associated with construction, but it is expected that these would be dealt with through the development process.
- 4.12.6 There is little to differentiate the options in respect of this SA Objective, and therefore each is ranked the same.

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

Option 1	Option 2	Option 3
Significant positive effects (Likely)	Significant positive effects (Likely)	Significant positive effects (Likely)
1	1	1

- 4.13.1 The new settlement is proposed to deliver a minimum of 3000 homes which will make a significant positive contribution to the provision of housing opportunities. All options propose the same quantity of housing and there is scope within each option to provide a range of house types and sizes (in accordance with Draft Local Plan housing policies), as well as ensuring that homes are built to a high standard with flexibility to meet people's needs over time.
- 4.13.2 Likewise, all three options propose a local centre which will provide a range of services and aim to meet people's needs locally and all of the options have the opportunity to design appropriate links to new local services as well as existing services in Green Hammerton and Kirk Hammerton.
- 4.13.3 It may be that options have differences in terms of timescales for delivery and therefore different rates of provision in the short term and likewise there may be viability issues which may impact upon the delivery and/or potential to achieve standards such as building for life. But given the scale of development all options should make a positive contribution to providing good quality housing.
- 4.13.4 In terms of enhancing housing provision in existing communities, it is expected that each of the options will deliver a more balanced housing offer within the immediate vicinity of the existing villages, including properties with more potential for adaptation (scope for expansion or adaptation can be limited within Conservation Areas for example).

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

Option 1	Option 2	Option 3
Significant positive (Likely)	Significant positive (Likely)	Significant positive (Likely)
1	1	2

- 4.14.1 The broad area of search and wider vicinity includes several play areas, allotments and accessible green spaces. However, the Scoping Report identifies that the area currently has inadequate access to outdoor sports facilities and parks. All of the options have the potential to include substantial areas of green space, sports facilities and parks which would benefit the new and existing communities. Likewise, all of the options have the potential to be designed in such a way as to improve access to green and blue infrastructure and include safe attractive walking routes to health and community facilities. In this respect, the delivery of the new settlement has the potential to improve access to quality green space and recreational facilities.
- 4.14.2 Option 1 is located closest to existing healthcare provision (GP at Green Hammerton) although there will also be a need to address future healthcare infrastructure in all options and the Baseline Report identifies a need for expansion of healthcare facilities at Green Hammerton.
- 4.14.3 Option 3 is the least well related to existing settlements, and therefore access to community facilities (other than those secured on site) could potentially be less favourable for this option compared to options 1 and 2.

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

Option 1	Option 2	Option 3
Significant positive (Potential)	Significant Positive (Potential)	Significant Positive (Likely)
3	2	1

- 4.15.1 The broad area of search is situated on a public transport corridor, with Cattal and Hammerton Stations providing good links to Harrogate, Leeds and York. Commitment and funding is in place to increase the frequency of rail services along this route but notwithstanding this, the development of a new settlement in this broad location is highly likely to have a positive impact on public transport provision.
- 4.15.2 The increased population and demand resulting from a new settlement in this area will assist in maintaining existing services and can be realistically envisaged to improve the provision of public transport already on offer. All options have the potential to attract more passengers onto the Leeds-York rail service as well as the York-Green Hammerton-Boroughbridge-Ripon bus service which is currently subsidised by NYCC. However, Option 3 is most likely to facilitate access to the train station on foot.
- 4.15.3 It is anticipated that development of a new settlement in the broad area of search will result in higher amounts of traffic along the A59. However, all of the options have the potential to increase the range, availability and affordability of sustainable travel choices. All of the options are capable of incorporating a coherent network of walking and cycle routes which link residential areas to local facilities, the employment centres within the site (and potentially beyond) as well as to the railway station(s), although option three is the only option able to provide walking and cycle access to rail for all parts of the settlement without crossing a major road.

- 4.15.4 Option three places the local centre, employment and the majority of housing within close proximity of Cattal station. This concentrated approach would make walking an attractive option between the new housing, employment, local centre and rail links as most journeys would fall within 400m or approx. 5 minutes' walk. However, Option 3 is located further from the existing facilities in Kirk Hammerton (primary school, local shop), Green Hammerton (village hall, local shop, GP, pub, post office) and Whixley (pub, village hall, local shop). Whilst these facilities are likely to play a part in meeting local needs, it is expected that additional facilities will be available in the new local centres and proximity to railway stations will have a greater impact on reducing the need to travel by private car as this offers links to major employment centres.
- 4.15.5 Option 2 provides housing in a more linear fashion along the northern edge of the railway line and therefore whilst much of the housing would fall within very close proximity to the railway station and local centre, housing development further east and west would result in greater walking distances and times in this respect. The employment centre located just outside the 400m (or 5 minute walking radius). The concept diagram also shows development on both sides of the A59, meaning the potential for increased walking times and a less attractive route due the physical barrier of the A59 and the need for crossing at specific points where bridge or other safe crossing points are provided. Development on the eastern side of this option would lie in close proximity to Green Hammerton (and Kirk Hammerton, albeit over the A59) but the western fringes of the settlement could be approx. 2km from facilities there.
- 4.15.6 Option 1 reroutes the A59, but would retain the existing road through the new settlement. It locates the local centre just outside of the 400m (approx 5 min walk) to the railway station. The concept diagram shows housing dispersed into smaller clusters which in some cases would locate housing closer to existing services and also Hammerton railway station on the eastern extent of the area. Development is focused along a road and railway stations are more peripheral, rather than a central focus, in this option. At this stage it is not clear how quickly new facilities would come forward and whether there would be an increased need to travel in the short term. However, the rail links are already in existence providing good links to Harrogate, Leeds and York.

- 4.15.7 All options will generate greater levels of traffic on the A59 that will require mitigation at certain points on the highway network from both a capacity and in all likelihood a safety perspective. Therefore all options would be expected to generate some level of safety improvements at junctions where mitigation is required. Whilst any transport assessment associated with a final planning application would be expected to fully consider road safety there does appear to be some risk that, where the settlement is split in any form by the A59 and bridge crossings are required to link services with housing, there could be vulnerable road users undertaking dangerous movements to reach a service as quickly as possible. This may involve crossing the A59 across the road surface rather than over a bridge if the safe route is longer. The level of this risk would have to be assessed through the appropriate channels but does appear to merit consideration. This type of issue is not considered to be as applicable to the rail line, although having the rail line through the centre of the settlement could reduce trespass as there would be greater visibility and more property adjoining it. All options have the potential to improve road safety to an extent.
- 4.15.8 Option 1 and 2 include development on both sides of the A59 (both existing and re-routed in the case of Option 1) would be expected to provide safer access to and crossings over the A59 (although there is a risk that people may not choose safe crossing options). Option 3 may be less likely to require improved crossings and access to the same extent, however the option does not involve crossing the A59 to access a local centre, which would be the case for Option 1 and to a lesser extent Option 2.
- 4.15.9 In terms of enabling transport infrastructure improvements such as improved parking provision and facilities at railway stations, Options 1 and 2 may be more likely to enable improvements as a result of focusing funding on site. Infrastructure to enable increased bus provision is capable of being included in all options, but the likelihood of increased service provision is more uncertain due to competition with the existing rail corridor which enables shorter journey times to major employment areas.

- 4.15.10 Overall, Option 1 is predicted to have a significant positive effect on transport by ensuring that new development has relatively good access to existing and new local facilities on foot. Growth would also be well located with regards to the train stations and new employment, though not all new communities would benefit the same in this respect. In terms of access to employment outside of the new settlement location, it is likely that there would be some positive trends. However, the distance to the train station could make it less likely that some people would use this mode (though improved parking facilities could help to encourage park and ride behaviours). For this reason, there is some uncertainty whether the effects would be significant in terms of encouraging modal shift.
- 4.15.11 Overall, Option 2 is predicted to have potential significant positive effects with regards to encouraging modal shift. Similar to Option 1, this is due to much of the new proposed growth being within walking distance of existing or new facilities. Access to the train stations would be better for a larger proportion of the population compared to Option 1 though, making it marginally preferable.
- 4.15.12 Overall, Option 3 is predicted to have a significant positive effect in terms of transportation. In particular, most new communities would have good access on foot to rail, local employment and a new local centre. This option is therefore more likely to generate significant changes to modes of commuting. Local car trips could increase compared to Options 1 and 2 given that the relationship to existing settlements is less strong. However, the potential to strengthen cycling and walking routes could help to offset this. In this respect, Option 3 is ranked as the most preferable.

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

Option 1	Option 2	Option 3
Significant positive (Likely)	Significant positive (Likely)	Significant positive (Likely)

- 4.16.1 The development of the new settlement will support investment in the area and provide accommodation for a growing workforce. Employment opportunities will be provided in all options in the local centre and all options are proposed to deliver a sizeable amount of employment land which will also provide employment opportunities.
- 4.16.2 An indicative area for the employment land (5ha) is shown on each concept option. The employment area in Option 1 is shown adjacent to the A59 on the eastern side of Green Hammerton, approximately 500m from Hammerton Station (on the other side of the re-routed A59). Option 2 shows the employment area on the western side of Green Hammerton, adjacent to the A59 and approximately 500m from Cattal Station. Option 3 locates the employment directly adjacent to Cattal Station. All the indicative employment areas have potential for good road links to the A59 and all could achieve walking or cycling access to a railway station, although Option 3 locates the employment directly adjacent to Cattal Railway station.
- 4.16.3 Significant work opportunities will also be generated during the construction phases and there may be opportunities to link demand for construction skills with apprenticeships with local education facilities and Cattal and Hammerton stations offer good rail links to York and Leeds colleges.
- 4.16.4 There are a range of businesses within and adjacent to the broad area of search including village shops, pubs, boutique shops and home based crafts businesses. It is assumed all options could have a positive impact on these businesses by increasing footfall. Though there would be a loss of a nursery employment site for Option 3, it is expected this would be relocated, so it would not be expected to result in a loss of employment opportunities here.
- 4.16.5 Changes in land use could potentially affect existing rural economic activity, although this is not anticipated to be significant given the economic benefits of the new settlement in terms of employment opportunities. Moreover, it is likely that increased population in the area will create demand for diversification of rural economies.

4.17 Summary of Findings

- 4.17.1 The principle and scale of a new settlement within the Green Hammerton/Cattal broad location was established through the adopted Harrogate District Local Plan (Policy DM4). The Local Plan was also the subject of a sustainability appraisal. SA Addendum 2 of the adopted Local Plan provides a comparative assessment of broad locations that the Council considered for a new settlement.
- 4.17.2 This appraisal of reasonable alternative options concluded that the Hammerton/Cattal broad location should be selected as the preferred Broad Location for growth. It sits within the key public transport corridor and offers the added advantage of having two operational rail stations. The area of land promoted offers significant scope to define the optimum boundary and deliver effective place making, alongside delivery of necessary infrastructure.
- 4.17.3 The significance of effects of each of the options should therefore be considered within this context, i.e. that the DPD seeks to deliver growth the scale and broad type of which has already been determined and appraised.
- 4.17.4 The SA findings show that the options perform similarly across a range of SA topics, which is to be expected given that each involve the same broad location and scale of growth. For housing, health and wellbeing, climate change, landscape, soil, water and flood risk, each option is predicted to have broadly similar effects.
- 4.17.5 The main points of difference relate to air quality, biodiversity, heritage and transport.
- 4.17.6 In relation to objective 1 (Air quality), the point of difference is very small, with Option 1 identified as having likely negative effects, whereas Options 2 and 3 potential negative effects are noted, the difference being due to the potential re-routing of the A59 as part of Option 1.
- 4.17.7 For biodiversity, the potential for significant negative effects is considered to be higher for Option 3 compared to Options 1 and 2, due to the proximity to Aubert Ings SSSI. These are not definite effects though and could potentially be mitigated, hence the uncertain / potential nature of effects.
- 4.17.8 For heritage, Option 3 performs most favourably as it would be less intrusive in terms of the character of existing settlements and would be less likely to lead to coalescence effects.
- 4.17.9 For transport, the potential for significant positive effects is considered to be greater for Option 3, and there is less uncertainty as the focus of growth around Cattal station should help to boost and encourage rail travel.

	Option 1	Option 2	Option 3
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Air quality		?	?
Biodiversity		?	?
Flood Risk			
Climate change	?	?	?
Heritage	?		
Landscape	?	?	?
Soil			
Water	?	?	?
Housing			
Health and Wellbeing			
Transport	?	?	
Economy			

4.18 Rationale for selecting the preferred approach

4.18.1 In conclusion, when assessed against the SA framework, Option 3 performs marginally better than either of the other two options. This mirrors the conclusions of the Gillespie's assessment of the options as they drew up the concept framework. This concluded that Option 3 had slightly more positives than negatives, notably:

- The sustainable travel opportunities presented by the focus around an enhanced Cattal rail station, as opposed to a significant rerouting of the A59
- Facilities clustered around Cattal station as a community hub
- A sensitive arrangement of development and greenspace, minimising impact on nearby conservation area villages and the landscape setting
- The option is in line with stakeholder emphasis on steering development away from the existing conservation area villages – as communicated in stakeholder events
- Facilities clustered around the station are approximately 1,200m from nearby villages - enhanced connectivity can be further developed
- A land promoter is in place to support and progress delivery of an approach similar to this spatial option.

5. What are the appraisal findings at this current stage?

5.1 Introduction

- 5.1.1 The aim of this chapter is to present appraisal findings and recommendations in relation to the Regulation 19 version of the DPD.
- 5.1.2 It is important to understand the effects of the Plan in its entirety as policies do not work in isolation. Therefore, whilst every policy within the Plan has been considered, the effects are not discussed systematically on a policy-by-policy basis. Rather, the combined / cumulative effects of the policies are discussed for each SA Topic.
- 5.1.3 The appraisal builds upon the work which was undertaken at issues and options stage, but is updated to reflect any tweaks to the strategy and any detail that is added through new policies.
- 5.1.4 The predicted effects are recorded in line with the significance scale outlined below.
- 5.1.5 Significance is determined by professional judgement, taking into account a range of factors including the magnitude, likelihood, permanence, geographical scale and sensitivity of receptors. When determining significance it is important to compare the effects of the Plan to the 'projected baseline', which is what would be likely to happen in the absence of a new Plan (i.e. existing policies, plans and programmes would still be in place, as well as a national framework for Planning that would need to be taken into account).

Nature of Effects	Likely effects	Potential / uncertain
Significant positive effects		?
Minor positive effects		?
Neutral effects		?
Minor negative effects		?
Significant negative effects		?

5.2 Objective 1: To protect, conserve and enhance air quality

Neutral effects

- 5.2.1 The DPD has the potential to affect air quality within the site area and also in the immediate vicinity, through the creation of new and busier road networks in what is currently a predominantly rural area. However, air quality is generally good across the District and the broad area of search for the new settlement is not highlighted as being of concern for air quality and therefore the new settlement is not likely to impact significantly upon air quality objectives.
- 5.2.2 The DPD does not set out direct measures to safeguard air quality, but a series of indirect interventions required through policies in relation to open space / green infrastructure and travel should help mitigate effects.
- 5.2.3 The indicative masterplan and policies set out a series of open spaces, recreational spaces and green linkages throughout the settlement in-between residential areas and along key transport corridors including the A59 and the rail line. This should help mitigate cumulative impacts on air quality and reduce the exposure of new residential areas from potential localised concentrations of poor air quality.
- 5.2.4 The masterplan and policies seek to concentrate housing, employment, services and community facilities in closer proximity to the rail station and new bus connections. Policy NS30 seeks to reduce the reliance on private cars by encouraging design which capitalises on opportunities for active travel, including; walking and cycling and good bus and rail accessibility, including multi-modal connections for new communities. Detailed measures to achieve this are set out in Policies NS31 to NS35. Policy NS37 further proposes measures to manage private car-based travel demand including car sharing schemes. Encouraging a transition away from private car usage should help minimise any negative effects on air quality in the short-term by reducing the potential for carbon and particulate matter based emissions.
- 5.2.5 There is potential for impacts on air quality during the construction phases. However, such effects would also be short-term and can likely be largely managed through an effective management plan, as required under Policy NE1 of the Local Plan.

- 5.2.6 Overall, the DPD is predicted to lead to **neutral effects** with regards to air quality. Whilst increased growth will no doubt lead to poorer air quality in a largely rural area, this is unavoidable given that the area of search and development here is locked-in through the Local Plan. However, the layout of development will help to encourage modal shift, and several policies will indirectly have benefits with regards to managing air quality. Therefore, the DPD is unlikely to worsen the situation.

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

Potential minor negative effect

- 5.3.1 The new settlement area mostly comprises agricultural land, the ecological value of which is currently unknown, but current landforms and use suggest that the land is not likely to be of high ecological value. Therefore, development provides good potential to achieve biodiversity net gain. In this regard, Policy NS13 seeks to secure gains by requiring development to achieve a 10% settlement wide net gain in biodiversity value. This detail extends beyond Local Plan requirements for a non-quantified net gain and should safeguard improvements ahead of mandatory legal requirements for a 10% net gain anticipated in late 2023. Positive effects are further likely as the policy requires this to be delivered within or adjacent to the site, ensuring biodiversity improvements are secured locally and are directly effective in offsetting harm to habitats as a result of development.
- 5.3.2 The indicative masterplan and DPD policies propose substantial new green and blue infrastructure throughout the area including green space, ecological corridors, SuDS and water ponds / areas of wetland. This includes connections between habitats including protected habitats such as areas of deciduous woodland and the safeguarding of existing wildlife corridors. Requirements in the DPD to deliver new green infrastructure and waterbodies should also contribute towards resilience against climate change, especially were policy requirements to enhance riparian habitats to help deliver Water Framework Directive objectives are realised.
- 5.3.3 The DPD safeguards against short-term impacts to species by requiring new habitat to be delivered alongside development phases to avoid habitat loss during construction. The DPD further requires development to provide targeted enhancements to specific vulnerable species such as bats and hedgehogs through design. In an attempt to safeguard biodiversity in the longer term, residents and stakeholder engagement is encouraged to secure gains in biodiversity in perpetuity.

- 5.3.4 The new settlement area lies in relatively close proximity to Kirk Deighton SAC (approx 8km to the south west). This site contains Great Crested Newts within a 'standing open water and canal' habitat type which is sensitive to nitrogen. Natural England raised concern about the impact on this site during the Local Plan Publication consultation. Air quality dispersion modelling was undertaken in response to this which considered the impact of the Local Plan as a whole (therefore including the new settlement in the broad area of search) and was based on modelling of the Affected Road Network (ARN). The work showed that the estimated traffic increase from development (as well as forecast growth in other areas and predicted trends in car ownership etc.) would not generate a significant increase in the average annual daily traffic flows on the roads closest to the SSSI (Ox Moor Lane and Cattal Street). As a result, it is not anticipated that the new settlement would have a significant impact on the SAC.
- 5.3.5 Aubert Ings SSSI lies in fairly close proximity to the south of the new settlement area and comprises an area of lowland grassland. At present, while there is no public right of way within the SSSI, it is used informally by local residents. Housing growth at the new settlement could result in harm to the notified features of the protected site through increased trampling, dog fouling, impacts on management and urban edge effects such as fly tipping and anti-social behaviour. The SSSI is vulnerable due to its small size and attractive location along the River Nidd. However, the DPD identifies two alternative semi-natural destination points to the SSSI and proposes walking routes from within the proposed urban areas to walking paths within these destination points. This should help safeguard the intrinsic value of the SSSI by encouraging new residents to use alternative spaces for recreation, although this would increase such pressures at these lesser sensitive habitats. Furthermore, the DPD seeks to deliver a series of public rights of ways, open space, and green infrastructure which would also provide alternative recreational environs to residents.

- 5.3.6 There is also a potential impact on the Aubert Ings SSSI from increased air pollution from increased traffic flows. However, traffic modelling work undertaken for the Local Plan shows that the anticipated increase in average annual daily traffic on Ox Moor Lane and Cattal Street at Cattal is not considered significant by Natural England's standard methodology (1). Furthermore, effects associated with potential impacts on air quality as a result of development alone is established through the site allocation in the Local Plan and thus forms part of the baseline to an extent. The DPD seeks to reduce the reliance on private car by proposing good public transport links and supporting an urban environment designed to encourage active forms of travel for shorter journeys. Whilst this should reduce the reliance on private car and associated emissions, the additional detail in the DPD is not considered to result in any significant changes to the established baseline in this regard.
- 5.3.7 Overall, a potential **minor negative effect** is predicted, as the DPD will support the growth of housing in a sensitive area in close proximity to important environmental designations and on a site area containing important habitats. However, the DPD builds upon the safeguarding measures set out in the Local Plan and provides good detailing to help mitigate potential adverse effects on all sensitive sites and achieve a biodiversity net gain. In the longer term, the effects could therefore be positive.

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

Significant positive effects

- 5.4.1 The DPD seek to incorporate substantial amounts of green and blue infrastructure to support adaptation to the potential effects of climate change. This includes a series of green and blue infrastructure corridors and areas throughout the new settlement, particularly along the Kirk Hammerton Beck, areas at risk of fluvial and surface water flooding, and habitats of biodiversity importance.
- 5.4.2 The new settlement area falls predominantly within Flood Zone 1, although a stretch of Flood Zones 2 and 3 runs along Kirk Hammerton Beck. The risk of fluvial flooding is therefore relatively low. However, there is potential for adverse effects as a result of additional surface water discharge on nearby water courses. The DPD seeks to address this by requiring the development of the new settlement to be guided by a masterplan based on a detailed flood risk assessment which considers current and projected flood risk as a result of climate change.
- 5.4.3 Policy NS11 requires areas identified to be at risk of fluvial flooding to comprise green and blue infrastructure and for SuDS to discharge to ground or surface water bodies. The policy further requires development to ensure properties and people within the new settlement are resilient to the impact of flooding (through avoidance) and to reduce and increase resilience to flood risk off-site (possibly helping to limit peak flow rates). This should safeguard communities and property within the new settlement and benefit communities in the wider area, in particular Kirk Hammerton from reduced susceptibility to fluvial flooding from the Beck intersecting the village.
- 5.4.4 Several small areas of high and medium surface water flood risk exist in the new settlement area. These are dispersed with large areas of very low flood risk in-between giving more drainage opportunities and therefore the risk and potential significance of surface water flood risk is low. However, with the geology of the area being predominantly heavy clay soils, the potential for infiltration drainage is reduced and discharge into watercourses would exacerbate fluvial flood risk. The DPD seeks to address this with Policy NS11 requiring areas currently and projected as a result of climate change to be at risk of surface water flooding to comprise green and blue infrastructure and include additional features capable to contribute to storm water attenuation.

- 5.4.5 The DPD further seeks development to explore the viability for soakaways and incorporate wetlands, whilst broadly providing flexibility in addressing surface water flood risk. It is considered that exploring alternative methods to natural infiltration including soakaways, permeable cellular pavements, grassed swales, infiltration trenches, wetlands, ponds and green roofs, can assist in dealing with surface water at source on site under these ground conditions.
- 5.4.6 Overall, it is considered that **significant positive effects** would arise. Despite a loss of greenspace (which is inevitable given the Local Plan allocation), the DPD should ensure that natural drainage solutions are incorporated into development and areas at risk of flooding are safeguarded for green and blue infrastructure, thus protecting existing and new communities and property from flood risk. Requirements for development to reduce flood risk and increase resilience off-site should result in a net improvement in resilience in the wider area and positively contributing to wider catchment management.

5.5 Objective 4: Contribute to climate change mitigation

Significant positive effects

- 5.5.1 The indicative masterplan and DPD policies propose substantial amounts of green and blue infrastructure. This includes requirements for residential areas to be encircled with green infrastructure and the built environment intersected by open spaces, mitigating potential urban heating effects.
- 5.5.2 Similarly, protecting land at present and likely to be at risk of fluvial flooding based on climate change predictions, reducing off-site flood risk and increasing resilience elsewhere will help mitigate potential effects of climate change from a less sensitive and adaptive urban environment.

- 5.5.3 The DPD and supporting climate change strategy seeks to reduce the overall need to travel and travel from less sustainable modes through the provision of direct, safe and practical walking, cycle and bus routes and infrastructure, and by discouraging private car use for short journeys through urban design. This is further supported by measures to support car sharing schemes, sustainable options for last-mile deliveries, provision of high-speed internet to support home working and the widespread provision of EV charging infrastructure in the new settlement. This should support the transition away from private car use and associated externalities including carbon emissions and particulate matter which have adverse effects on air quality and the environment as a whole. With regards to travel, Policy NS5 in the DPD requires that development is supported by a net zero carbon movement strategy, with several specific requirements such as parking limits, electric vehicle charging, and ensuring 15 minute neighbourhoods.
- 5.5.4
- 5.5.5 Requirements to ensure through Section 106 agreements that infrastructure and service provision are in place from first occupation should support the adoption of sustainable alternatives and behaviour change amongst new residents and help positive impacts to be realised.
- 5.5.6 Climate Change Policy 4 in the climate change strategy aims for the construction of the new settlement to be resource efficient and to minimise sources which contribute to emissions including in materials, energy used during construction and from the design of buildings and infrastructure. The policy further requires this to be accompanied by an emissions audit as part of an embodied carbon and life-cycle emissions strategy to understand and evaluate the sustainability and collective impact of materials and construction on the environment and towards climate change. This should help guide and support climate change mitigation through sustainable construction. Policy NS8 of the DPD confirms these requirements, stipulating that audits should be based on recognised standards such as BS EN 15978.
- 5.5.7 The climate change strategy requires planning applications for the new settlement to be supported with a net zero energy strategy (As echoed in policy NS7). This is required to support emissions reduction in line with Harrogate's net zero 2038 target through an integrated approach for heating, power and transport. Policy NS4 in the DPD echoes this target, requiring that development should demonstrate how it contributes to zero carbon across all stages of development and throughout their lifecycle. Likewise, Policy NS7

- 5.5.8 Climate Change Policy 3 in the strategy further requires the energy generation mix within the development to not include fossil fuels and instead encourages the use of renewable alternatives including solar photovoltaics. The policy further requires proposals to exceed building regulation requirements for reduced carbon emissions from residual energy demand and sets out a monitoring strategy over a 5-year period to ensure development meets the aspirational conditions. Policy NS7 in the DPD confirms that a 20% reduction in emissions relative to Part L of the building regulations will be sought, and also requires an established monitoring regime whereby at least 30% of new buildings will need to be assessed to ensure they are performing.
- 5.5.9 These measures should ensure that almost a large amount of energy needs for the new settlement are derived from sustainable and renewable sources and that development maximises energy efficiency to reduce the requirement for energy generation. This should help minimise the direct and indirect contribution of the developments towards carbon emissions, with the monitoring strategy safeguarding the positive effects and ensuring that the development achieves a low to net zero carbon status in the longer term.
- 5.5.10 The long-term resilience of the new settlement is sought to be safeguarded through a requirement for planning applications to be supported by a climate resilience strategy. The strategy requires development including buildings and the public realm to demonstrate resilience under reasonable worst case scenarios including resilience from extreme weather and flood risk, resilient habitats to preserve the ecosystem and conditions to avoid overheating within buildings and suitable microclimate. This should help safeguard the new settlement from adverse effects as a result of climate change.
- 5.5.11 Overall, the DPD and the accompanying climate change strategy is predicted to result in **significant positive effects** on the climate change mitigation objective, as it seeks to minimise the contribution the new settlement will make towards exacerbating climate change and make the settlement resilient in the long term from changes in climate. The measures proposed are much more proactive than the Local Plan on its own, and therefore the baseline position is likely to improve.

5.6 Objective 5: Protect, enhance and manage the distinctive character and appearance of the historic environment

Potential minor negative effects

- 5.6.1 There is potential for development in the new settlement to impact on the setting and significance of a wide range of heritage assets - including Conservation Areas, listed buildings and non-designated heritage assets. The new settlement is predicted to lead to some negative effects, as the change from rural landscape to residential settlement will significantly change the settlement pattern and character of the wider rural setting of the neighbouring villages, designated and non-designated heritage assets contained therein, as well as historic farmsteads and individual properties peppered across the landscape in the vicinity. The rural setting and context of these traditional farmsteads and country houses is integral to their legibility and significance. However, with the broad location and the scale of development at the new settlement pre-established in the Local Plan, these effects can be considered to form the baseline. The onus should therefore be on the extent to which the DPD avoids negative effects and promotes positives.
- 5.6.2 *Conservation Areas* - Both Kirk Hammerton and Green Hammerton villages and respective Conservation Areas are rural in character; being surrounded by open fields which contribute to their characters. Even where the fields are screened by hedges or partially screened by trees, it is the absence of buildings that is important. This is also the case when considering the setting of the Grade I listed church at Kirk Hammerton. Comprehensive development has the potential to impact on the Kirk Hammerton and Green Hammerton Conservation Areas, causing harm through the loss of rural context and coalescence. Such effects are greater for the Kirk Hammerton Conservation Area, where the New Settlement area falls within key vistas to the north west and south west, as identified in the Conservation Area Appraisal.

- 5.6.3 The DPD seeks to address adverse effects by designating a wide strategic green gap between the proposed built-up area of the new settlement and villages to the east. This should avoid coalescence between settlements, protecting the distinct identity and character of individual settlements. This should also reduce the harm to the rural character of the villages and their Conservation Areas from the loss of rurality and openness of the surrounding landscape. The indicative masterplan further proposes green spaces along the area of the new settlement in direct view of the key vistas from Kirk Hammerton. This is supported by requirements in Policy NS16 for development to minimise impacts on the key vistas and views from other locations, as well as impacts from the introduction of development to the west of Kirk Hammerton. This should help safeguard important views from key vistas, although some disturbances are still likely as a result of development (which could also be somewhat mitigated through landscaping and screening).
- 5.6.4 There is potential for the new settlement to have adverse impacts upon the significance and setting of the Grade II* Listed Thornville House (and a range of other supporting Grade II Listed features) which lies to the southeast and the significance, setting and rural context of the Grade II Listed Providence House which enjoys a prominent position north of the A59. The DPD seeks to safeguard the significance and setting of these heritage assets by setting out criteria to be considered for development in their wider setting. This should encourage more sensitive design by requiring development to demonstrate how impacts are minimised through the design of development.
- 5.6.5 The policies in the DPD set out a series of measures to safeguard the historic significance of specific heritage assets likely to be physically affected as a result of growth and development. This includes requirements for consultation with relevant statutory bodies for any alterations to Cattal Bridge to accommodate potential increase in traffic. This also includes the return to its original position of the milestone near Providence House if required to be temporarily moved during construction. Whilst such requirements would likely be secured anyway through the planning consent process, the policy provisions will provide important clarity to developers and help ensure such measures are safeguarded.

- 5.6.6 *Archaeology* - The DPD requires archaeological investigations to be undertaken at an early stage of the detailed masterplanning for each phase of the new settlement development. This should allow for the investigation outcomes to guide the detailed design and increase opportunities for the preservation of important archaeological features. Requirements for the conservation of scheduled monuments and elements including the setting of an archaeological site of national importance should further support the preservation of important archaeological features. However, the DPD does not afford protection to less significant remains or safeguard their interest by requiring a programme of investigation, recording and public dissemination of results where development would result in the loss of archaeological features considered to be of low significance. This is a potential area of enhancement.
- 5.6.7 *Railway Assets* - Kirk Hammerton Signal Box and the other buildings at this station are designated heritage assets of national significance. Cattal station, Signal Box and Victoria Pub are non-designated heritage assets of local significance and are an important part of railway heritage, easily identified by their architecture. Development would need to respect these buildings which are features of local cultural importance. Whilst the DPD does not set out direct policy measures to safeguard the interests of these heritage assets, protection afforded for the preservation of designated and non-designated heritage assets in the DPD and Local Plan should help preserve their historic and cultural interest. Furthermore, the placement of the local centre adjacent to these assets should help sustain the long-term use of these buildings and increase their viability for commercial uses.
- 5.6.8 Development in the area could support access to and interpretation of the railway assets through design which respects and/or enhances their provenance. Information boards and heritage trails could help promote the significance and understanding of these assets, as well as the heritage assets in the wider area. Opportunities could also be taken to maintain and celebrate key views and vistas. However, the DPD does not set out policy measures to help secure such outcomes at the detailed planning stage. In this respect, effects are considered to be neutral.

- 5.6.9 The DPD is predicted to have a cumulative potential positive effect. Whilst the development of the new settlement is likely to result in some harm to designated and non-designated heritage assets and features, these effects are considered to be pre-established from the allocation of the broad area for strategic development. However, the DPD sets out a fairly detailed framework supported with a sensitive indicative masterplan to minimise potential adverse effects and support the preservation of important historic and cultural features. This includes the safeguarding of land through green spaces and a green gap to help preserve the character and setting of Thornville House and nearby villages, and their respective Conservation Areas. This also includes policy measures to safeguard the intrinsic significance and the settings of heritage assets and features.
- 5.6.10 Overall, despite there being sensitive heritage assets within the new settlement area, the plan policies seek to avoid and mitigate negative effects whilst making a positive use of buildings and assets that have local historic importance. This should help to ensure that significant negative effects are avoided. Therefore, overall only potential **minor negative effects** are predicted.

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

Minor negative effects

- 5.7.1 The new settlement area is largely rural and undeveloped and therefore its comprehensive development is likely to have significant impacts on landscape character at a localised scale, from the loss of the openness of the landscape, change in setting and through the potential harm to important landscape features. However, whilst the DPD provides important detail to support the delivery of development, the scale and broad location of the growth proposed is already established in the Local Plan. In this respect, the DPD is not predicted to cause adverse effects on landscape character as a result of the scale and broad location of the development proposed.
- 5.7.2 The indicative masterplan and supporting policies propose large areas of green space and green and blue infrastructure including open spaces within built up areas. The integration of such features within and around the proposed built-up areas should reduce the overall prominence of the new settlement in the landscape.
- 5.7.3 The DPD further supports the use of a soft rural edge across outer areas where appropriate to allow for a more sensitive transition along the rural-urban fringe. This is supported by the spatial strategy of the indicative masterplan which places low density development including schools and playing fields on the settlement edge. However, the DPD does not set out the broad locations to where a soft rural edge or an urban frontage would be appropriate, which might not fully realise the potential of the Plan to secure improvements.
- 5.7.4 The indicative masterplan and Policy NS2 set out an area of separation between the proposed built-up area of the new settlement and nearby villages. This should help preserve the rural setting and the open character of the landscape surrounding Kirk Hammerton and Green Hammerton, and avoid coalescence between settlements.

- 5.7.5 The DPD does not seek to directly address tranquillity and light pollution in the new settlement. However, the Plan does set out requirements for some green spaces which provide quiet areas for people and wildlife. Other measures such as encircling residential areas and transport corridors with green infrastructure should reduce the severance effects of urbanisation, light and noise pollution, whilst contributing towards a sense of rurality.
- 5.7.6 The DPD proposes a series of new public rights of ways within, to nearby villages and to surrounding open countryside. Links from the existing villages to countryside and rights of way are currently poor and therefore the Plan provides opportunities to improve access and linkages to open space and countryside for both existing and new communities. Whilst the new settlement area does not fall within the North Yorkshire Moors National Park, Yorkshire Dales National Park, Howardian Hills or Nidderdale AONB, the new settlement area does enjoy good road access to these areas. These landscape designations are valuable and sensitive landscape assets which require protection from potential growth and excessive recreational pressures. Ensuring an attractive range of green infrastructure assets and linkages to surrounding countryside will help mitigate this impact.
- 5.7.7 Overall, the Plan is likely to reduce the significance of negative effects that might otherwise occur as a result of large scale development in this location. As such, likely **minor negative effects** are predicted.

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

Minor negative effects

- 5.8.1 The new settlement area comprises agricultural land classed as Grade 2 (very good quality agricultural land) and Grade 3 (good to moderate quality agricultural land). Development of a new settlement would result in a permanent loss of agricultural land, much of which is classed as potentially being the best and most versatile. In this respect, negative effects are recorded. However, growth of this scale in this broad location is committed within the Local Plan, and so these effects are difficult to avoid through the new settlement DPD itself. In the context of agricultural land resources across the district and in the wider area, the effects are therefore not considered to be significant.
- 5.8.2 Local Plan Policy NE8 requires the masterplanning of larger sites to be informed by agricultural land classifications surveys with the aim of minimising any loss. Whilst detailed surveys are not available to inform this appraisal, the new settlement broadly overlaps with Grade 2 agricultural land. The indicative masterplan safeguards land to the east of the new settlement as a strategic green gap. Policy NS2 supports the use of this area for agricultural

purposes, although it is unclear if this falls within Grade 2 or 3 land, and if at the detailed planning stage if the land will be safeguarded for agricultural use. Nevertheless, it could help to reduce the magnitude of negative effects in terms of soil resources. Therefore, overall **minor negative effects** are predicted.

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

Minor positive effects

- 5.9.1 Water quality may be affected by development of the new settlement in a number of ways. There could be effects at the construction stage, changes in surface water run-off, and development that disturbs groundwater aquifers.
- 5.9.2 The new settlement area falls within the G103 - Vale of York Groundwaters Nitrate Vulnerable Zones (NVZ) and the Nidd from Crimble Beck to River Ouse Surface Waters NVZ. In the absence of development, the presence of nitrates in water may persist given the agricultural nature of the land in this area. The DPD proposes substantial new residential and employment development, along with associated green and blue infrastructure, open space and community uses. Where these changes involve land that is currently used for agriculture, there is potential for a reduction in the amount of pollutants (nitrates that are generated from farming practices) that are washed into watercourses. The effects are therefore potentially positive, particularly for much of the area where there will be a change in active arable farmland.
- 5.9.3 There is potential for the urbanisation of the area to increase the risk of pollution in run-off with potential for adverse effects on the water quality of watercourses. However, the indicative masterplan and plan policies set out green infrastructure corridors along watercourses which should help avoid such effects from occurring.

- 5.9.4 The new settlement area falls broadly within flood zone 1 with the exception of a linear area along the Kirk Hammerton Beck adjacent to Gilsthwaite Lane. The indicative masterplan and supporting policies seek to safeguard areas at risk of fluvial flooding for green and blue infrastructure including water ponds and wetland habitats. Therefore, the potential for development to affect water quality in flood prone areas is considered to be low.
- 5.9.5 Policy NS13 sets out the requirement for the biodiversity net gain strategy to enhance riparian habitats and take opportunities to help deliver the Water Framework Directive's objectives. The DPD further supports the use of SuDS to address increased pressure on waste water and drainage networks. In this respect, the effects on water quality from new development are likely to be neutral.
- 5.9.6 Comprehensive development provides opportunities to incorporate measures to minimise water consumption. The DPD supports this by requiring open spaces within the new settlement to be water efficient and climate change resilient. Wider opportunities to reduce consumption within the built environment are also explicitly required (for example, through the requirement for higher levels of water efficiency in new homes, and BREEAM excellent for other developments).
- 5.9.7 Overall, positive effects are predicted in the long term, as the DPD supports the comprehensive delivery of green and blue infrastructure including SuDS, water ponds and other waterbodies to manage increased demand for waste water and drainage in a sustainable way that also safeguards water quality. There could be short term impacts on water quality associated with construction, but it is expected that these impacts would be dealt with through the development process. There will be an increase in water use in absolute terms, but this is already set out in the Local Plan through the commitment to a new settlement. Therefore, the effects of the DPD are considered to be neutral rather than negative. The DPD also explicitly requires new development to exceed current standards with regards to water use/efficiency, which should contribute to positive effects with regards to water usage.

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

Significant positive effects

- 5.10.1 The new settlement is proposed to deliver a minimum of 3000 homes which will make a significant positive contribution to the provision of housing opportunities. The DPD policies require development to deliver a range of housing types, tenure and sizes in accordance with identified local housing needs and support a range of densities in residential areas to achieve the housing mix. Policy NS25 further requires 5% of housing to be provided as self-build plots.
- 5.10.2 Whilst positive in principle, the minimum quantum of development for the new settlement area is pre-established in the Local Plan. In this respect, positive effects would be expected regardless. However, the creation of a DPD that sets out the principles for development (backed by evidence), gives greater clarity and certainty to developers in terms of what is required and the phasing of development.
- 5.10.3 The DPD does not provide detail on the housing types and mix to be supported at the new settlement. This allows for flexibility in ensuring that new housing meets the needs of communities, but does not build upon the existing policy requirement in the Local Plan to encourage and safeguard a desirable housing mix to address local needs.
- 5.10.4 The DPD does not deviate from the Local Plan in regard to accessible and adaptable market housing, and thus neutral effects are predicted in this respect.
- 5.10.5 Policy NS23 sets out an affordable housing requirement of 40% subject to viability and a demonstrated need. The policy further encourages wheelchair accessible homes and bungalows. This should support the provision of affordable housing and provide a choice of affordable housing mix to meet the needs of all communities. However, the provisions in the DPD do not extend beyond the requirements in the Local Plan (Policy HS2), so the effects are not likely to be significantly different in this respect.

- 5.10.6 A local centre is proposed which will provide a range of services and aim to meet people's needs locally. The indicative masterplan places the local centre in a centralised location, with supporting DPD policies requiring residential areas within the new settlement and Green Hammerton and Kirk Hammerton further afield to be interlinked with walking, cycling and bus routes.
- 5.10.7 In terms of enhancing housing provision in existing communities, it is expected that the new Settlement will deliver a more balanced housing offer within the immediate vicinity of the existing villages, including a wider mix of housing types and sizes, tenures and homes with more potential for adaptation (scope for expansion or adaptation can be limited within Conservation Areas for example). Existing communities in nearby villages will also benefit from an increased local provision of affordable housing.
- 5.10.8 Overall, a **significant positive effect** is predicted.

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

Significant positive effect

- 5.11.1 The new settlement and surrounding area include several play areas, allotments and accessible green space. However, the new settlement area currently has inadequate access to outdoor sports facilities and parks. The DPD seeks to address this by requiring the new settlement to provide sport, open and green space, recreational facilities and parks to meet the needs arising from development, with the provision set in supplementary planning guidance to be used as a minimum starting point. This should help the new settlement meet the Accessible Natural Greenspace Standards and safeguard a minimum provision whilst providing developers with flexibility to incorporate additional recreational and open spaces to meet localised requirements.

- 5.11.2 It is further proposed that the Council will enter into a Section 106 agreement to implement new open space and for its future management and maintenance. This should help secure improvements in provision and ensure the quality and availability of recreational and open spaces is maintained in the long term. Policy NS14 further sets out a presumption against development that results in a loss of sport, open space, recreation or play facility except where an existing excess in provision can be demonstrated or where an equal size alternative is proposed. This should further help safeguard the provision of sports, recreation and open spaces in the long term.
- 5.11.3 The DPD proposes a compact urban environment with a series of direct, safe and segregated walking and cycle routes connecting residential areas to the railway station, employment, local schools, facilities and services, and other settlements nearby. The DPD further requires development to be designed to discourage short journey car trips. This should support active modes of travel and active lifestyles. Similarly, the proposed circular green walking and cycling loop, other walking and cycle paths intertwined with the green infrastructure network, and the proposed two alternative semi-natural habitats to the Aubert Ings SSSI, are likely to support higher levels of recreation by providing new residents and existing nearby communities with close access to natural and green environs for leisure use.
- 5.11.4 The DPD proposes a local centre to the north of Cattal Station, in a centric location to employment and residential areas. The local centre is required to provide a mix of retail, leisure, health, educational and community facilities, as well as civic and public spaces. Policy NS29 requires social and community infrastructure such as a GP, dentist and pharmacy to be co-located with other social facilities such as libraries and nurseries to reduce the need to travel. The indicative masterplan further locates primary schools distant to one another to serve local communities with the secondary school to the south east required to be connected with good walking, cycle and bus links and also falls within a walkable distance to existing communities in Kirk Hammerton. This should support accessibility for all community groups to a range of leisure, health and community facilities.
- 5.11.5 Centralising leisure, health and community services and facilities in the local centre will make the provision less accessible for communities at the periphery of the new settlement and existing communities further afield. However, requirements in the DPD for direct walking and cycle routes and good bus access into the local centre should reduce severance effects and the concentration of provision at a single highly accessible location could improve overall access.

- 5.11.6 Housing in areas at risk of fluvial flooding can have adverse effects on health and wellbeing both from the physical risk to health but also from indirect effects such as slower growth in house prices and higher insurance costs. Whilst the indicative masterplan proposes residential areas in proximity to the Kirk Hammerton Beck, the area at risk of fluvial flooding is safeguarded as green space and for flood alleviation measures such as water ponds and wetlands. The policy provision in the DPD is likely to safeguard new and existing communities from fluvial flood risk and avoid adverse effects on health from occurring.
- 5.11.7 Overall, significant positive effects are predicted for health and wellbeing, as the DPD seeks to secure the provision of new health, community and social infrastructure, as well as a coherent range of sport, recreational, open spaces, parks and green infrastructure in accessible locations.

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

Significant positive effect

- 5.12.1 The new settlement area is located along on a public transport corridor, with Cattal Station (and Hammerton Station to a lesser extent) providing frequent links to Harrogate, Leeds and York. The increased population and demand resulting from the new settlement will assist in maintaining existing services including attracting more passengers onto the Leeds-York rail service and the currently subsidised York-Green Hammerton-Boroughbridge-Ripon bus service. The increased population and demand should also provide opportunities to improve the provision of public transport from increased frequency and new services.
- 5.12.2 The DPD indicative masterplan locates the local centre, employment and the majority of housing in close proximity of Cattal Station, with the station occupying a fairly central location within the proposed settlement. This concentrated approach should encourage walking and cycling as an attractive option between the new housing, employment, local centre and rail links as most journeys would fall within 400m or approx. 5 minutes' walk. The spatial strategy and supporting policies should also reduce the overall need to travel from the comprehensive local provision of services and facilities, including provision less common in smaller settlements such as a secondary school, large employment areas and sport and recreational facilities.
- 5.12.3 The DPD encourages sustainable travel choices from requirements for a comprehensive network of walking and cycle routes linking residential areas to the local centre, employment, local facilities and Cattal Station within and to areas beyond the new settlement. Providing safe and direct pedestrian routes and segregated cycle paths will encourage these sustainable travel options for short journeys. The provision of secure cycle parking at Cattal Station for standard and electric bikes coupled with direct and segregated cycle routes to residential areas will also encourage cycling as an alternative to private car use for commuting. Encouraging design to orientate car parking to discourage local trips should further encourage sustainable travel choices.

- 5.12.4 It is anticipated that development will result in higher amounts of traffic along the A59. The DPD seeks to discourage car use for long distance travel by promoting public transport alternatives. The alternatives include ensuring all residents are within a walkable distance to new bus routes with connections within the new settlement, nearby settlements and further field. Co-locating cycle parking at core bus stops should further encourage sustainable multi-modal connections and avoid potential first-leg journeys by private car. The DPD also requires bus connections with Cattal Station and additional parking at the station to provide park and ride options for new and existing residents in the wider area. These measures should help reduce additional pressures on the A59 and encourage sustainable travel choices for long distance journeys including commuting to major employment opportunities in Leeds, Harrogate and York.
- 5.12.5 The new settlement will generate greater levels of traffic on the A59 that will require mitigation at certain points on the highway network from both a capacity and in all likelihood a safety perspective. Issues in relation to capacity are likely to be addressed at the detailed planning stage, supported by an appropriate transport assessment and modelling. However, Policy NS36 sets out a number of measures to mitigate and improve the highway network including the provision of two vehicular accesses on the A59, a series of junction improvements and the safeguarding of land to support the future dualling of the A59. This should provide developers with important clarity on potential highway improvements required to support the new settlement.
- 5.12.6 With regard to safety, the new settlement area does not extend to the north of the A59 and is thus unlikely to encourage movement in this direction. Otherwise, the DPD sets out measures to support a safe environment for all road users, with a focus to protect the most vulnerable road users (pedestrians and cyclists) from contact with vehicles. These measures include requirements for wide pedestrian pavements and segregated cycle routes along primary road routes and reduced speeds and priority for active travel modes in residential areas. The DPD further proposes junction improvements at Whixley crossroads, which is likely to deliver safety improvements at a highway intersect known to be susceptible to traffic collision.

5.12.7 Overall, the DPD is predicted to have a **significant positive effect** in terms of transportation. In particular, most new communities would have very good walking, cycle and bus access to rail, local employment and local facilities and services including a new local centre and to existing settlements nearby. This is also predicted to benefit existing communities from the provision of improved access into the new settlement area and its new service provision including community facilities and a park and ride option at Cattal Station. Local car trips are likely to arise but the DPD sets out a comprehensive range of safe and convenient alternative options to help offset this.

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

Significant positive effect

- 5.13.1 The development of the new settlement will support investment in the area and provide accommodation for a growing workforce. Employment opportunities will be provided in the local centre and from the 5 hectares of employment land proposed in the Local Plan and carried forward in the DPD.
- 5.13.2 The indicative masterplan proposes an employment area to the south of the train station, with the local centre nearby to the north, and the A59 to the north.. Placing the employment areas close to the local centre should support the vitality of the local centre whilst providing good access to ancillary uses and services for new businesses. The proposed employment land should be suited for employment uses which benefit from good public transport access such as office use, the proximity of the A59 could also make it suitable for edge of centre uses.
- 5.13.3 Policy NS27 sets out a number of provisions for the employment land. This includes requirements for a range of employment spaces and opportunities, which should support the diversification of the local economy, meet the employment needs of a wider group of people and provide suitable space for start-up / micro enterprises. Requirements for ultrafast fibre broadband infrastructure in employment areas should further provide businesses with suitable infrastructure for growth, particularly creative and information technology driven sectors which are heavily reliant on high broadband speeds.
- 5.13.4 Significant work opportunities will also be generated during the construction phases. There may be opportunities to link demand for construction skills with apprenticeships with local education facilities. Cattal and Hammerton stations also offer good rail links to York and Leeds colleges. However, the DPD does not set out explicit measures to secure training opportunities through development. Proposals for two primary schools and a secondary school should provide good access to education for young people, and could improve access and provision for existing communities at nearby villages.

- 5.13.5 There are a range of businesses in areas nearby the new settlement area including village shops, pubs, boutique shops and home based crafts businesses. It is assumed that businesses in the local area will experience an increase in footfall, which will have a positive impact in maintaining the vitality of local businesses. Proposals for a new local centre should further help increase and maintain local spending.
- 5.13.6 The new settlement will require the re-location of the existing nursery business at Cattal and result in some loss in farming activity (from the change in land use). This will result in some effects on the existing rural economic activity, but this is not anticipated to be significant given the economic benefits of the new settlement in terms of wider employment opportunities. These effects are also pre-established through Policy DM4 of the Local Plan. Moreover, it is likely that increased population in the area will create demand for the diversification of rural economies.

5.14 Conclusions

- 5.14.1 Overall, the Plan is predicted to have mostly positive effects, particularly in relation to socio-economic factors. Though the new settlement is 'committed' through the Local Plan, the DPD adds detail that should ensure that significant positive effects arise. The approach to housing and employment growth provides clarity on how development would be supported, which ought to ensure that significant positive effects are realised in relation to housing and employment. Likewise, a range of community facilities are identified in locations that should encourage healthy lifestyles and active travel. The focus of development and the local centre around Cattal train station will further support modal shift, which is significantly positive.
- 5.14.2 Significant positive effects are also predicted in relation to flood risk and climate change, as there is a clear emphasis on the provision of green and blue infrastructure, and contributing to climate change mitigation / resilience.
- 5.14.3 There are some environmental sensitivities associated with the new settlement area, and so negative effects are unavoidable for some SA topics. For example, landscape character will be affected in a rural setting and several heritage assets will be affected by a large-scale change in land use. However, the DPD seeks to mitigate effects through layout and specific identification of areas of open space and green infrastructure corridors. Given that the new settlement area is already established through the Local Plan, these measures help to reduce the severity of effects somewhat, and therefore minor negative effects remain.
- 5.14.4 Potential significant negative effects were identified in relation to biodiversity at the issues and options stage, but the Plan policies respond by explicitly identifying mitigation measures. In particular, pressure on the Aubert Ings SSSI ought to be managed through the creation of two new high quality areas of recreational land. There is also a requirement to implement biodiversity net gain, and so overall the residual effects on biodiversity are considered to be minor.

Table 5.1 Summary of the Local Plan effects

SA Objective	Effects of the whole Plan
Air quality	Neutral
Biodiversity	<i>Potential minor negative</i>
Flood Risk	Significant positive
Climate change	Significant positive
Heritage	<i>Potential minor negative</i>
Landscape	Minor negative
Soil	Minor negative
Water	Minor positive
Housing	<i>Potential significant positive</i>
Health and Wellbeing	Significant positive
Transport	Significant positive
Economy	Significant positive

5.15 Recommendations

- 5.15.1 The sustainability appraisal (SA) has been an iterative process, in which proposals for mitigation and enhancement have been considered at different stages.
- 5.15.2 As well as appraising options, draft versions of each plan policy have been appraised through the SA process, and a number of recommendations have been made at this stage, which are set out below.

Table 5.1: Recommendations and responses

Issue	Recommendation	Harrogate Council Response
Potential for negative effects on heritage in terms of archaeology.	Requiring a programme of investigation, recording and public dissemination of results where development would result in the loss of archaeological features considered to be of lower significance.	A Heritage Impact Assessment has been carried out which Historic England have been consulted on. Historic England are happy with the conclusions of the assessment.
New development will increase water usage. There is an opportunity to ensure this is minimised through the DPD.	With the addition of more explicit requirements relating to water efficiency in new developments / buildings, then the potential for minor positive effects would be more certain.	Policy NS10 strengthened to include the requirement for new development to implement higher standards of water use.

- 5.15.3 The DPD has been developed using a robust evidence base, taking into account a range of evidence, feedback from community consultation and key principles for creating a sustainable garden village. The Plan has sought to minimise negative effects, maximise positives and respond to identified issues at each stage. As a result, the proposed approach and the supporting policies are not predicted to generate any significant negative effects. Therefore, the recommendations for mitigation in the SA are relatively limited.

5.16 Monitoring

- 5.16.1 Identifying a framework of monitoring measures is a requirement of the SEA Regulations. At this stage, a range of indicators have been drafted, and these will be finalised once the Plan is adopted.
- 5.16.2 It is important to monitor the predicted effects in a sustainability appraisal as it provides a check on the accuracy of predicted effects and allows for unforeseen effects to be identified. Consequently, action to be taken as necessary (either to address unforeseen negative effects, or to take action where positive effects are not arising as foreseen).
- 5.16.3 Monitoring measures need to be related to the predicted effects as closely as possible to ensure that trends can be accurately tracked. However, there are limiting factors such as the availability of data collection sources and the practicality of gathering data regularly. It is therefore helpful to draw upon existing monitoring activities where appropriate, and to understand who will be responsible for collecting data. These factors will be explored prior to the monitoring measures being finalised.

Table 5.2 Monitoring the effects of the Plan

SA Objectives	Proposed monitoring indicators
<i>Air quality</i> Neutral effects are predicted.	No monitoring indicators identified as significant effects are considered unlikely.
<i>Biodiversity</i> Minor negative effects are predicted due to potential disturbance and loss of local features.	Though no significant effects are identified it would be useful to track the following: • Measurable net gain in biodiversity value on site. • Condition of Aubert Ings SSSI.
<i>Flood Risk</i> Significant positive effects are predicted in relation to the implementation of green and blue infrastructure	• Change in the rate of run-off on site. • Monitoring of SUDs.
<i>Climate change</i> Significant positive effects are predicted as the DPD seeks to	• Developments exceeding prevailing building regulations with regards to energy efficiency and carbon emissions.

- achieve low carbon developments whilst also implementing measures to improve resilience.
- Installed capacity of energy from non fossil-fuel based sources.
-

Heritage

- Minor negative effects are predicted due to the potential for negative effects on the setting of heritage assets.
- Conservation area appraisal updates.
 - Impact on the setting of Thornville House.
-

Landscape

- Minor negative effects are predicted due to the intrusion of development in the open countryside.
- Monitoring of green infrastructure scheme implementation.
 - Monitoring of strategic gap and open space implementation.
-

Soil

- Minor negative effects are predicted due to a loss of agricultural land and soil resources.
- Establish the quality of soil resources being lost.
 - Extent of agricultural land use within the new strategic gap.
-

Water

- Potential minor positive effects are predicted due to the implementation of SUDs and a reduction in nitrates from agricultural practices.
- Monitoring of green infrastructure scheme implementation.
 - Monitoring of SUDs implementation.
-

Housing

- Significant positive effects are predicted due to the introduction of a large amount of housing in the settlement.
- Annual completion of new housing.
 - % of affordable housing delivered.
 - Mix and type of housing delivered.

Health and Wellbeing

Significant positive effects are predicted in relation to the provision of new housing, social infrastructure and open space.

- Amount of open space created.
 - New community facilities secured.
-

Transport

Significant positive effects are predicted as the DPD supports modal shift and active travel.

- % of new homes within walking distance of local facilities and open space.
 - Rail patronage.
-

Economy

Significant positive effects are predicted

- Employment land created

6. What are the next steps?

- 6.1.1 The Council has identified a preferred approach for the layout of development for the New Settlement DPD and has written a range of supporting policies.
- 6.1.2 This SA Report has been prepared to document the SA process that has been undertaken throughout the Plan making process to date. This has involved an 'interim' stages where strategic concept options were assessed. The findings from this interim stage was set out in a standalone document, and the outputs have been incorporated into this full SA Report as appropriate.
- 6.1.3 Following on from an assessment of options, an appraisal of the draft Plan has been undertaken, enabling conclusions to be reached about the sustainability performance of the Plan when viewed 'as a whole' (i.e. the preferred concept option and accompanying policies). This process has been iterative and involved recommendations being made throughout in relation to mitigation and enhancement.
- 6.1.4 The SA Report will be consulted upon alongside the DPD at Regulation 19 (Pre-Submission stage). Following the consultation period, the Council will work towards the Submission of the Local Plan for independent Examination. Minor changes made between Reg19 and Submission may need to be accounted for in the SA Report, and therefore an update may be necessary.
- 6.1.5 The timetable moving towards Adoption of the Local Plan is set out in Table 6.1 below. At each of these stages, it may be necessary to undertake additional iterations of SA to account for changes/modifications to the Plan.

Table 6.1: Plan timetable

Plan Milestone	Timescale
Pre-Submission Local Plan Consultation	Beginning Oct – mid Nov 2022
Submission of the Local Plan	End Dec 2022
Examination	Summer 2023
Adoption	Autumn 2023

Appendix A: Scoping Report

Green Hammerton / Cattal New Settlement DPD:

Strategic Environmental Assessment
Scoping Report

Harrogate Borough Council

August 2018

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Acronyms

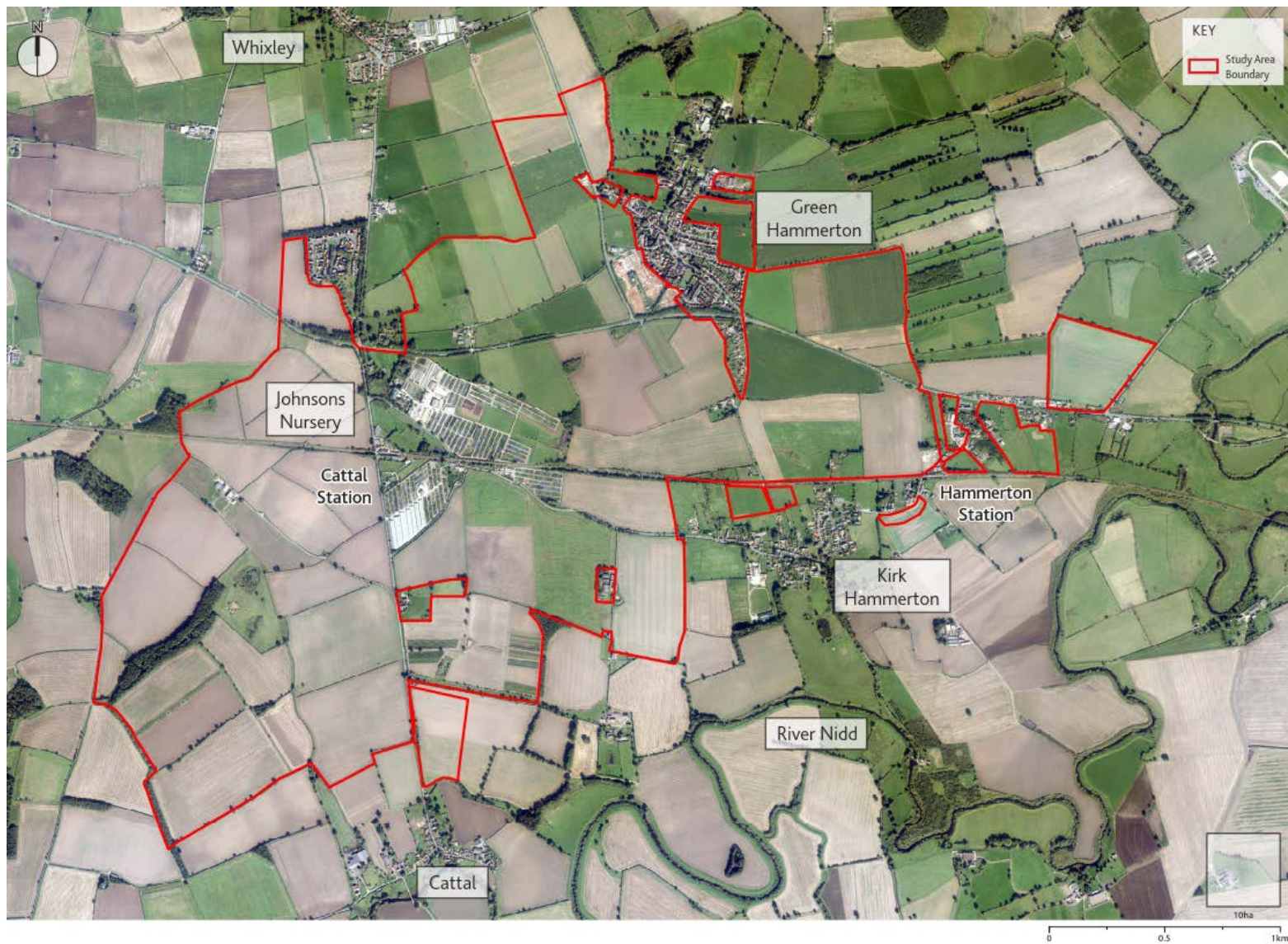
(AMR)	Annual Monitoring Report(s)
(DEFRA)	Department of Environment, Food and Rural Affairs
DPD	Development Plan Document
(EA)	Environment Agency
(GVA)	Gross Value Added
(MHCLG)	Ministry for Housing, Communities and Local Government
(IMD)	Index of Multiple Deprivation
(LEP)	Local Economic Partnership
(LNP)	Local Nature Partnership
(LNR)	Local Nature Reserves
(LSOAs)	Lower Super Output Areas
(LTP)	Local Transport Plan
(NNR)	National Nature Reserve
(NPPF)	National Planning Policy Framework
(ONS)	Office for National Statistics
SEA	Strategic Environmental Assessment

1. Introduction

1.1 Background

- 1.1.1. As illustrated in Figure 1.1, the Green Hammerton / Cattal New Settlement is a broad location earmarked for future strategic growth through draft Policy DM4 of the emerging Harrogate Borough Local Plan.
- 1.1.2. The New Settlement presents an opportunity for transformational long term growth comprising of a new mixed use development, including up to 3,000 new homes, around 5 hectares of employment land and ancillary transport and social infrastructure.
- 1.1.3. In order to support the delivery of the New Settlement, Harrogate Borough Council is in the process of producing a Development Plan Document (DPD). It has been determined that a Strategic Environmental Assessment (SEA) needs to be undertaken to assess the environmental impacts of the emerging Plan (alongside any reasonable alternatives).
- 1.1.4. AECOM has been commissioned by Harrogate Borough Council to prepare a Scoping Report for the New Settlement DPD; which is the first step in the SEA process.

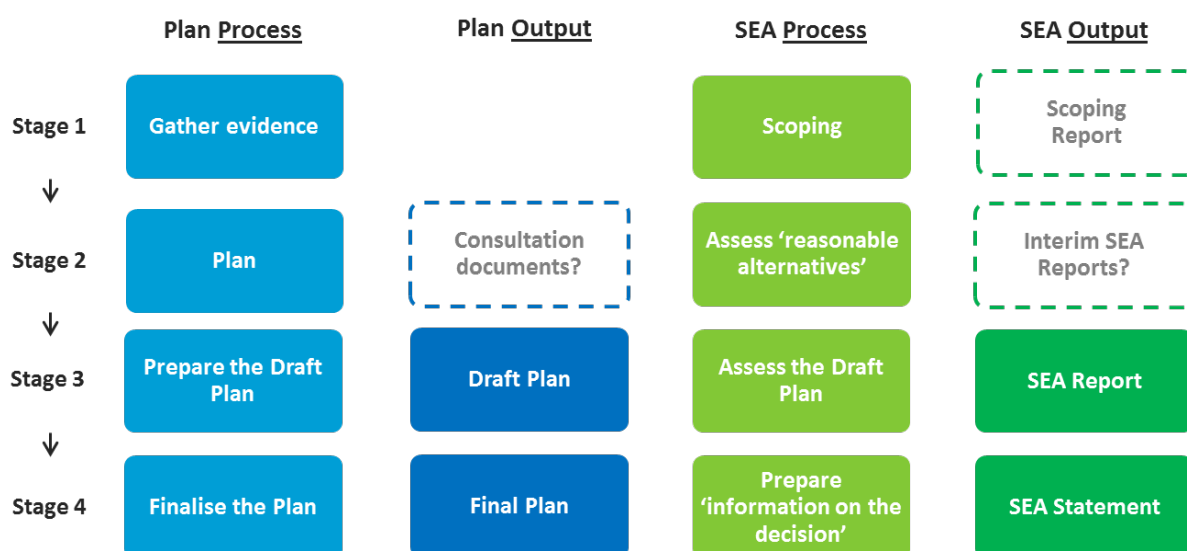
Figure 1.1: The Green Hammerton / Cattle New Settlement broad study area (Taken from Gillespies Concept Options Report, August 2018)



1.2 SEA explained

- 1.2.1. SEA is a mechanism for considering and communicating the likely significant effects of an emerging plan, and reasonable alternatives in terms of key environmental issues. The aim of SEA is to inform and influence the plan-making process with a view to avoiding or mitigating negative environmental effects and maximising positive effects.
- 1.2.2. The European Directive 2001/42/EC¹ requires certain plans to be subject to a SEA. This Directive is realised in the UK through Statutory Instrument 2004 No. 1633: The Environmental Assessment of Plans and Programmes Regulations 2004 (otherwise known as the SEA Regulations). These Regulations require an environmental assessment to be carried out on certain plans and programmes prepared by public authorities that are likely to have a significant effect upon the environment. The plan has been determined to require a Strategic Environmental Assessment. To meet this requirement, the plan is undergoing an SEA process which incorporates the requirements of the SEA Directive.
- 1.2.3. SEA can be viewed as a four-stage process that produces a number of statutory and non-statutory outputs. As illustrated in Figure 1.2 below, 'Scoping' is a mandatory process under the SEA Directive, but the publication of a scoping report is a voluntary (but useful) output.

Figure 1.2: SEA as a four step process



1.3 Introduction to scoping

- 1.3.1. One of the first stages in the SEA process is to establish what the key issues are that the appraisal should focus on. This is called 'scoping', and involves a review of relevant policies, plans and programmes (a 'contextual review') and information about the current and future state of the environment, economy and social factors (the 'baseline'). This information is then used to set out a framework for undertaking strategic environmental assessments as the plan is developed.
- 1.3.2. The Regulations² require that certain statutory bodies are consulted on the scope of a SEA. This can be done in a number of ways, but most often a Scoping Report is produced that presents the key information and a methodology for how future appraisals will be undertaken. Statutory Consultees have 5 weeks to comment on the scope of the appraisal. In England, the statutory consultees are Natural England, The Environment Agency and English Heritage.

¹ Directive 2001/42/EC: <http://ec.europa.eu/environment/eia/sea-legalcontext.htm>

² The Environmental Assessment of Plans and Programmes Regulations 2004

- 1.3.3. After consultation, the Local Authority may incorporate comments received on the Scope of the SEA into a revised Scoping Report.
- 1.3.4. Because the baseline position and policy background is constantly changing, the scope of the appraisal may need to be updated as the plan develops. This is particularly important if a long time has passed between key stages of the plan's development and / or if important information or policy changes come to light that need to be considered.
- 1.3.5. To ensure that the requirements of the SEA regulations are met, the Scoping Report has been structured so that it answers the following questions as set out in Table 1.1 below.

Table 1.1: Scoping steps undertaken to meet the requirements of the Environmental Assessment Regulations

SEA Questions	Corresponding Requirements (The report must include...)
What is the plan seeking to achieve?	An outline of the contents, main objectives of the plan
What is the sustainability 'context'?	- The relevant environmental protection objectives, established at international or national level - Any existing environmental problems which are relevant to the plan including those relating to any areas of a particular environmental importance
What is the environmental 'baseline' at the current time?	- The relevant aspects of the current state of the environment - The environmental characteristics of areas likely to be significantly affected
What is the baseline projection?	The likely evolution of the current state of the environment without the implementation of the plan
What are the key issues that should be a focus of SEA?	Any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance

1.4 Establishing the current and projected baseline

- 1.4.1. An important step when seeking to establish the appropriate 'scope' of an SEA involves reviewing the situation now for a range of environmental issues. This helps to enable identification of those key environmental issues that should be a particular focus of the appraisal, and also helps to provide 'benchmarks' for the appraisal of significant effects.
- 1.4.2. Just as it is important for the scope of SEA to be informed by an understanding of current baseline conditions, it is also important to ensure that thought is given to how baseline conditions might 'evolve' in the future under the no plan / business as usual scenario. Doing so helps to enable identification of those key sustainability issues that should be a particular focus of the appraisal, and also helps to provide 'benchmarks' for appraising significant effects.

1.5 Structure of this Scoping Report

- 1.5.1. The outcomes of the scoping exercise have been presented under a series of broad environmental themes, as follows:
- Chapter 2: Air Quality;
 - Chapter 3: Biodiversity;
 - Chapter 4: Climatic factors (Flood risk and climate change);
 - Chapter 5: Historic Environment;
 - Chapter 6: Landscape;
 - Chapter 7: Land and Soil;
 - Chapter 8: Water Resources;
 - Chapter 9: Population and Housing;
 - Chapter 10: Health and Wellbeing;
 - Chapter 11: Transportation;
 - Chapter 12: Economy; and
 - Chapter 13: Minerals and Waste.
- 1.5.2. The selected environmental themes reflect the 'SEA topics' suggested by Annex I(f) of the SEA Directive³. These were refined to reflect a broad understanding of the anticipated scope of plan effects (drawing from local knowledge and understanding).
- 1.5.3. In accordance with the SEA Directive, the final chapters of the report summarise the overarching environmental issues, sets out the SEA Framework and document the next stages in the process. To demonstrate a clear trail of how the SEA objectives have been identified each topic Chapter (which is scoped into the SEA) concludes with suggested objectives and supporting criteria for inclusion in the SEA Framework.

³ The SEA Directive is 'of a procedural nature' (para 9 of the Directive preamble) and does not set out to prescribe particular issues that should and should not be a focus, beyond requiring a focus on '*the environment, **including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors***' [our emphasis]

2. Air Quality

Focus of theme:

- Sources of air pollution
- Air quality hotspots

2.1 Policy Context

- 2.1.1. The **Air Quality Strategy**⁴ (2007) establishes the policy framework for ambient air quality management and assessment in the UK. The primary objective is to ensure that everyone can enjoy a level of ambient air quality which poses no significant risk to health or quality of life. The Strategy sets out the National Air Quality Objectives (NAQOs) and government policy on achieving these objectives.
- 2.1.2. The **National Planning Policy Framework**⁵ (NPPF) (2018) outlines the importance of sustainable development and infrastructure in improving air quality and subsequently the environment and public health.
- 2.1.3. The **Local Air Quality Management Technical Guidance**⁶ (2018) issued by Defra for Local Authorities provides advice as to where the NAQOs apply. These include outdoor locations where members of the public are likely to be regularly present for the averaging period of the objective (which vary from 15 minutes to a year).
- 2.1.4. The Defra report **Action for air quality in a changing climate**⁷ (2010) focuses on the synergies between the two issues of air quality and climate change. In particular, it notes the potential for additional health benefits through the closer integration of climate and air pollution policy. It is suggested that co-benefits can be realised through a variety of means, including promoting low carbon vehicles and renewable energy.
- 2.1.5. Primarily focused on the Air Quality Management Areas in the District, the **Harrogate Air Quality Action Plan**⁸ (2013) sets out measures that the Council intends to take in order to achieve a reduction in nitrogen dioxide (NO₂) concentrations in Harrogate.

2.2 Baseline Summary

Summary of current baseline

- 2.2.1. According to the Harrogate Air Quality Annual Status Report⁹ (2018), monitoring has shown that air quality is generally good and improving within the Harrogate borough area overall. The report further states that the area covering the proposed new settlement and its vicinity are not of concern for air quality.
- 2.2.2. There are currently no AQMAs declared within or in the vicinity of the new settlement area. There are also no permanent diffusion tube monitoring locations across the rural locality between the urban clusters of Knaresborough and York, which could provide some indication of the likely air quality in the New Settlement area.

⁴ Defra (2007) Air Quality Strategy for England, Scotland, Wales and Northern Ireland [online] available at: <http://www.defra.gov.uk/environment/quality/air/air-quality/approach/>

⁵ MHCLG (2018) National Planning Policy Framework [online] available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/728643/Revised_NPPF_2018.pdf

⁶ Defra (2018) Local Air Quality Management Technical Guidance [online] available at: <https://laqm.defra.gov.uk/documents/LAQM-TG16-February-18-v1.pdf>

⁷ Defra (2010) Air Pollution: Action in a Changing Climate [online] available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69340/pb13378-air-pollution.pdf

⁸ Harrogate District Council (2013) Air Quality Action Plan [online] available at: https://www.harrogate.gov.uk/downloads/file/1132/2013_air_quality_action_plan

⁹ Harrogate Borough Council (2018) Air Quality Annual Status Report [online] available at: https://www.harrogate.gov.uk/downloads/file/4018/2018_air_quality_annual_status_report

- 2.2.3. A specific study of air quality has been undertaken as part of the Environmental Impact Assessment for a recently submitted planning application within the new settlement area. Application 18/02240/EIAMAJ proposes a large development within part of the DPD area, and as such an assessment of environmental conditions has been undertaken. Baseline information gathered as part of this proposal provides some indication of the current air quality in the area.
- 2.2.4. The monitoring survey which was undertaken near to Kirk Hammerton and Green Hammerton indicates that a good standard of air quality is experienced at Kirk Hammerton and Green Hammerton, with the highest concentrations of pollutants measured at locations closer to the A59¹⁰.

Summary of future baseline

- 2.2.5. There are no significant air quality issues in the new settlement area, and in the absence of substantial development in this location, air quality would likely remain broadly the same. There may even be improvements over time as a result of measures implemented through the Local Transport Plan to encourage modal shift, and the improved fuel economy and efficiency of vehicles.
- 2.2.6. It should be noted that the principal of a new settlement has been set out in the emerging Local Plan though, so the future baseline position may well involve large scale growth in this location. In this context, the scale of development involved could create adverse effects on air quality in the short term, though these ought to be possible to mitigate.
- 2.2.7. The longer term effects are unlikely to be significant with regards to the achievement of air quality objectives in this location.
- 2.2.8. Whilst development could potentially contribute to increased traffic heading towards and from the Harrogate and Knaresborough AQMAs, the baseline position with regards to air quality is unlikely to be significantly affected.

2.3 Key headline issues

- 2.3.1. The key issues are as follows:
- The development and urbanisation of the Green Hammerton / Cattal area could affect air quality in what is currently a rural area. However, this is unlikely to prevent the achievement of air quality objectives.
 - There is likely to be continued reliance on the car to access services, jobs and facilities.

2.4 Scoping outcome

- 2.4.1. The development of a New Settlement is likely to generate more trips by car than would be the case in the absence of the development. There is therefore potential to generate increased particulates and nitrogen dioxide.
- 2.4.2. Whilst there are no issues currently in the area, the development will change this and could worsen air quality in some locations within the Green Hammerton / Cattal area.
- 2.4.3. There may be temporary exceedances and disturbance during the construction period. However, the effects are not likely to be significant in the longer term.
- 2.4.4. Nevertheless, air quality has been **SCOPED IN** to the SEA to explore how issues can be minimised. This means that the plan (and reasonable alternatives) will be assessed for its performance against air quality objectives.

¹⁰ CEG (May, 2018) Hammerton: Volume 1 Environmental Statement

2.5 What are the SEA objectives and appraisal questions for the Air Quality SEA theme?

- 2.5.1. The SEA topic 'Air Quality' has been scoped in to the SEA. Table 2.1 presents the SEA objective and appraisal questions that will be used to assess the plan in relation to this theme.

Table 2.1: SEA Framework of objectives and assessment questions: Air Quality

SEA Objective	Supporting Questions
To protect, conserve and enhance air quality.	Will the option/proposal help to:
	• Protect local air quality?
	• Minimise the contribution towards air quality issues in other parts of the district by reducing emissions from traffic?

3. Biodiversity

Focus of theme:

- Nature conservation designations
- Habitats and species

3.1 Policy Context

- 3.1.1. At the European level, the **EU Biodiversity Strategy**¹¹ was adopted in May 2011 in order to deliver an established new Europe-wide target to '*halt the loss of biodiversity and the degradation of ecosystem services in the EU by 2020*'.
- 3.1.2. The European Commission Guidance on **Integrating Climate Change and Biodiversity into Strategic Environmental Assessment**¹² (2013) suggests that an SEA should focus on ensuring '*no-net-loss of biodiversity*' before considering mitigation and compensation. The assessment should also take account of '*ecosystem services*' and the links between natural environment and economy.
- 3.1.3. The **NPPF** (2018) states that the planning system should contribute to protecting and enhancing the natural environment including helping to improve biodiversity, and using natural resources prudently. In support of this aim the framework states that plans should '*identify, map and safeguard components of local wildlife-rich habitats*' and should also '*promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity*'.
- 3.1.4. The Government's '**A Green Future: Our 25 Year Plan to Improve the Environment**'¹³ (2018) sets out a series of goals for improving the environment and how they will work with communities and businesses over the next 25 years to achieve them. Actions proposed of relevance to the protection and promotion of biodiversity are as follows:
- Develop a Nature Recovery Network to protect and restore wildlife, and provide opportunities to re-introduce species that have been lost from the countryside.
 - Achieve a good environmental status of the UK's seas while allowing marine industries to thrive, and complete our economically coherent network of well-managed marine protected areas.
 - Provide international leadership and lead by example in tackling climate change and protecting and improving international biodiversity.
 - Support and protect international forests and sustainable agriculture.
- 3.1.5. The **Biodiversity 2020 strategy**¹⁴ (2011), published by the government, sets out objectives to deliver: a more integrated large-scale approach to conservation, to put people at the heart of biodiversity policy, to reduce environmental pressures, an overall improvement in the status of species and prevention of further human-induced extinctions and improved public knowledge of biodiversity.

¹¹ European Commission (2011) Our life insurance, our natural capital: an EU biodiversity strategy to 2020 [online] available at: http://ec.europa.eu/environment/nature/biodiversity/comm2006/pdf/2020/1_EN_ACT_part1_v7%5b1%5d.pdf

¹² European Commission (2013) Guidance on Integrating Climate Change and Biodiversity into Strategic Environmental Assessment [online] available at: <http://ec.europa.eu/environment/eia/pdf/SEA%20Guidance.pdf>

¹³ Defra (2018) A Green Future: Our 25 Year Plan to Improve the Environment [online] available at: <https://www.gov.uk/government/publications/25-year-environment-plan>

¹⁴ Defra (2011) Biodiversity 2020: A strategy for England's wildlife and ecosystem services [online] available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69446/pb13583-biodiversity-strategy-2020-111111.pdf

- 3.1.6. The **Harrogate District Biodiversity Action Plan**¹⁵ (2012) sets out a strategy to reverse the decline of wildlife in the District. It identifies key habitats and species which are contained in the individual habitat and species action plans. These set out the importance of the species and habitat, identify their local status, threats to them and opportunities to help their recovery.
- 3.1.7. The **Harrogate District Core Strategy**¹⁶ (2009) sets out requirements to increase wildlife habitats and species in accordance with the District's Biodiversity Action Plan and improve the conditions of the District's Sites of Special Scientific Interest.

3.2 Baseline Summary

Summary of current baseline

- 3.2.1. There are over 4,100 Sites of Specific Scientific Importance (SSSI) in England, which covers around 8% of the country's land area. SSSIs are recognised as the country's very best wildlife and geological sites. There are no SSSI sites within the New Settlement area, however, the Aubert Ings SSSI falls within its vicinity, towards the south, at a distance of approximately 2.4km from the centre of the area. It comprises an area of lowland grassland.
- 3.2.2. Natural England collects data on the condition of SSSIs throughout the Country and Table 3.1 below sets out the condition of the Aubert Ings SSSIs in comparison to the English average up until December 2017.

Table 3.1: SSSI condition (Source: Natural England¹⁷)

Area	% area meeting PSA target	% area favourable	% area unfavourable recovering	% area unfavourable no change	% area unfavourable declining	% area destroyed / part destroyed
Aubert Ings SSSI	100%	100%	0%	0%	0%	0%
England	94.31	38.65	55.65	3.39	2.09	0.05

- 3.2.3. The proximity of the New Settlement area to the SSSI is such that if development falls within certain categories, Natural England should be consulted on the likely risks. For the southern part of the New Settlement area, this includes any residential development of 100 or more houses outside existing settlements. For the northern parts this does not include residential development but does include pipelines and overhead cables, transport proposal, quarries, landfill, and large industry infrastructure. Figure 3.1 below illustrates the New Settlement area that falls within the SSSI impact zone and other relevant ecological features.
- 3.2.4. There are a total of 225 National Nature Reserves (NNRs) across England. Their purpose is to help manage habitats, species and significant geology. Most reserves also offer the opportunity for the public to experience England's national heritage. There are no NNRs within the New Settlement area or its vicinity with the closest being the Lower Derwent Valley NNR located approximately at a distance of 27.8 km and Skipwith Common NNR at 27.9km.
- 3.2.5. The main habitats in the Lower Derwent Valley NNR are flood meadows, pastures and woodlands whereas the Skipwith Common NNR mainly consists of wet and dry heathland and scrub woodland.

¹⁵ Harrogate District Council (2012) Biodiversity Action Plan [online] available at: https://www.harrogate.gov.uk/info/20102/conservation_landscape_and_ecology/573/biodiversity

¹⁶ Harrogate District Council (2009) LDF: Core Strategy [online] available at: https://www.harrogate.gov.uk/downloads/file/187/core_strategy_-_full_version

¹⁷ Information in relation to the condition of SSSIs throughout the area has been taken from the Natural England website. Accessed from <http://www.naturalengland.org.uk/ourwork/conservation/designatedareas/sssi/default.aspx>

Figure 3.1: Ecology Map (Taken from the Concept Framework Baseline Report, Gillespies - August 2018)



- 3.2.6. There are over 1,400 Local Nature Reserves (LNR) located throughout England. The purpose of LNRs is to provide the public with opportunities to study/learn about nature. To qualify for LNR status, a site must be of importance for wildlife, geology, education or public enjoyment.
- 3.2.7. There are no LNRs within the New Settlement area or its vicinity, with the closest being the Hookstone Wood LNR at an approximate distance of 13.3km from the New Settlement area.
- 3.2.8. Natural England recommends that a 15km buffer zone is used to determine potential impacts on European Sites.
- 3.2.9. There are no designated European Sites for Nature Conservation within or in the immediate vicinity of the New Settlement area. However, a Special Area of Conservation (SAC), Kirk Deighton SAC, is located approximately 8km south west of the New Settlement area. The Habitats Regulations Assessment work undertaken to date on the emerging local Plan suggests that large scale development at a broad location for a new settlement in this area would not cause a loss of habitat for a SAC or SPA. The likely effects with regards to water quality are dependent upon waste water treatment capacity, but are also anticipated to be insignificant.
- 3.2.10. There are no Special Protection Areas (SPAs), possible SPAs or Ramsar sites within a 15km radius of the New Settlement area.
- 3.2.11. Figure 3.1 also shows the Great Wood Ancient Woodland to the north east of the New Settlement area. The other designations within or in close proximity to the New Settlement area are numerous TPOs (Tree Protection Orders).
- 3.2.12. The new settlement area contains Priority Habitat areas of Deciduous Woodland and Traditional Orchards. Key and endangered species present or likely to be present in the New Settlement area include:
- Lapwing;
 - Corn Bunting;
 - Curlew;
 - Tree Sparrow;
 - Arable Assemblage Farmland Birds;
 - Grassland Assemblage Farmland Birds; and
 - Grey Partridge.

Summary of future baseline

- 3.2.13. In the event that a new settlement was not developed in this area, it is unlikely that there would be a significant change in the biodiversity value of the area (for better or for worse).
- 3.2.14. However, atmospheric pollution (such as acid precipitation and nitrogen deposition) and increased flood risk that may arise as a result of climate change, could pose a risk to the habitats and species present within the new settlement area.
- 3.2.15. Increased development in the new settlement area, as proposed in the emerging Local Plan, could place increased pressure on wildlife habitat due to land take for development and an increase in population.
- 3.2.16. An increase in population is likely to lead to an increase in leisure and recreational pressure and increased demand for natural resources such as water.
- 3.2.17. New development may lead to an increase in disturbance through human activity, loss of habitat, increased predation (e.g. from domestic pets), atmospheric, land and water based pollution.

3.2.18. Conversely, new development (particularly of a strategic nature) could offer opportunities for enhancement, given that there are no designated / protected sites within the area at present.

3.3 Key headline issues

3.2.19. The key issues are as follows:

- The New Settlement area falls within the impact zone of the Aubert Ings SSSI.
- There are no NNR, LNR, SPAs, pSPAs or Ramsar sites within or in the vicinity of the New Settlement area.
- A Special Areas of Conservation (SAC), Kirk Deighton SAC, is located approximately 8km south west of the New Settlement area.
- There are deciduous woodland and traditional orchard priority habitats and key and endangered species present within or in the vicinity of the new settlement area.

3.4 Scoping outcome

3.2.20. The SEA topic 'Biodiversity' has been **SCOPED IN** to the SEA.

3.2.21. Negative effects could occur due to the scale of growth involved. Whilst it is uncertain whether these would be significant, there is potential for biodiversity enhancement that should be explored.

3.5 What are the SEA objectives and appraisal questions for the Biodiversity SEA theme?

3.2.22. The SEA topic 'Biodiversity' has been scoped in to the SEA. Table 3.2 presents the SEA objective and appraisal questions that will be used to assess the plan in relation to this theme.

Table 3.2: SEA Framework of objectives and assessment questions: Biodiversity

SEA Objective	Supporting Questions
Protect and enhance the function and connectivity of biodiversity habitats and species	Will the option/proposal help to: • Support connections between habitats in the Green Hammerton / Cattal area? • Avoid any impacts on the Aubert Ings SSSI and the Kirk Deighton SAC? • Avoid the loss of hedgerows and compensate for their loss? • Achieve a net gain in biodiversity? • Support access to, interpretation and understanding of biodiversity? • Increase the resilience of biodiversity in the New Settlement area to the effects of climate change?

4. Climatic factors (Flood risk and climate change)

Focus of theme:

- Flood risk
- Greenhouse gas emissions by source;
- Greenhouse gas emissions trends;
- Effects of climate change; and
- Climate change adaptation.

4.1 Policy Context

- 4.1.1. The **EU Climate Change Adaptation Strategy**¹⁸ was adopted in 2013, which supports greater coordination between areas particularly on issues that cross borders such as river basins. A key principle is to ensure that those most likely to be affected by climate change are able to take the necessary measures to adapt.
- 4.1.2. The **Carbon Plan**¹⁹ (2011) sets out the Government's plans for achieving the greenhouse gas emissions reductions committed to in the Climate Change Act 2008 and the first four carbon budgets. The Carbon Plan aims to reduce the UK's greenhouse gas (GHG) emissions by 80% by 2050, relative to levels in 1990.
- 4.1.3. As part of its environmental objective in achieving sustainable development, the **NPPF** (2018) contains a requirement to mitigate and adapt to climate change, including moving to a low carbon economy. The Framework also states that the '*planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change*'. To achieve these aims new development should be planned to ensure appropriate adaptation measures are included (including green infrastructure) and should be designed, located and orientated as to help to reduce greenhouse gas emissions.
- 4.1.4. The Framework also seeks to direct development away from areas that are currently or likely in the future to be at highest risk of flooding. Where development is required in such areas, the '*development should be made safe for its lifetime without increasing flood risk elsewhere*'.
- 4.1.5. The Government's '**A Green Future: Our 25 Year Plan to Improve the Environment**' (2018) sets out a series of goals for improving the environment and how they will work with communities and businesses over the next 25 years to achieve them. Actions proposed of relevance to the managing and addressing flood risk and climate change are as follows:
- Take action to reduce the risk of harm from flooding and coastal erosion including greater use of natural flood management solutions.
 - Provide international leadership and lead by example in tackling climate change and protecting and improving international biodiversity.
- 4.1.6. The **Clean Growth Strategy**²⁰ (2017) sets out a blue print for a low carbon future by outlining proposals for decarbonising all sectors of the UK economy. Key aims include accelerating the shift to low carbon transport and homes and enhancing the benefits and value of natural resources by preserving and establishing new natural assets such as forests, minimising avoidable waste and managing emissions from landfill.

¹⁸ European Commission (2013) Climate Change Adaptation Strategy [online] available at: https://ec.europa.eu/clima/sites/clima/files/docs/eu_strategy_en.pdf

¹⁹ DECC (2011) The Carbon Plan - reducing greenhouse gas emissions [online] available at:

<https://www.gov.uk/government/publications/the-carbon-plan-reducing-greenhouse-gas-emissions--2>

²⁰ DECC (2017) Clean Growth Strategy [online] available at: <https://www.gov.uk/government/publications/clean-growth-strategy>

- 4.1.7. The **Ouse Catchment Flood Management Plan**²¹ (CFMP) was published in 2010, and acts as one of 77 CFMPs for England and Wales. The document provides an overview of the flood risk within the Ouse catchment area, and sets out the preferred plan for sustainable flood risk management over the next 50-100 years.
- 4.1.8. The **Harrogate District Carbon Reduction Strategy**²² (2018) promotes and supports activity within the district as a whole to help achieve district wide emissions reductions of 57% by 2030, relative to 1990 levels, in line with the UK carbon budget. It further aims to cut the council's carbon emissions by at least 2.7% every year.
- 4.1.9. The **Harrogate District Core Strategy** (2009) aims to minimise flood risk as a result of development, reduce the emission of greenhouse gases and secure renewable energy.

4.2 Baseline Summary

Summary of current baseline

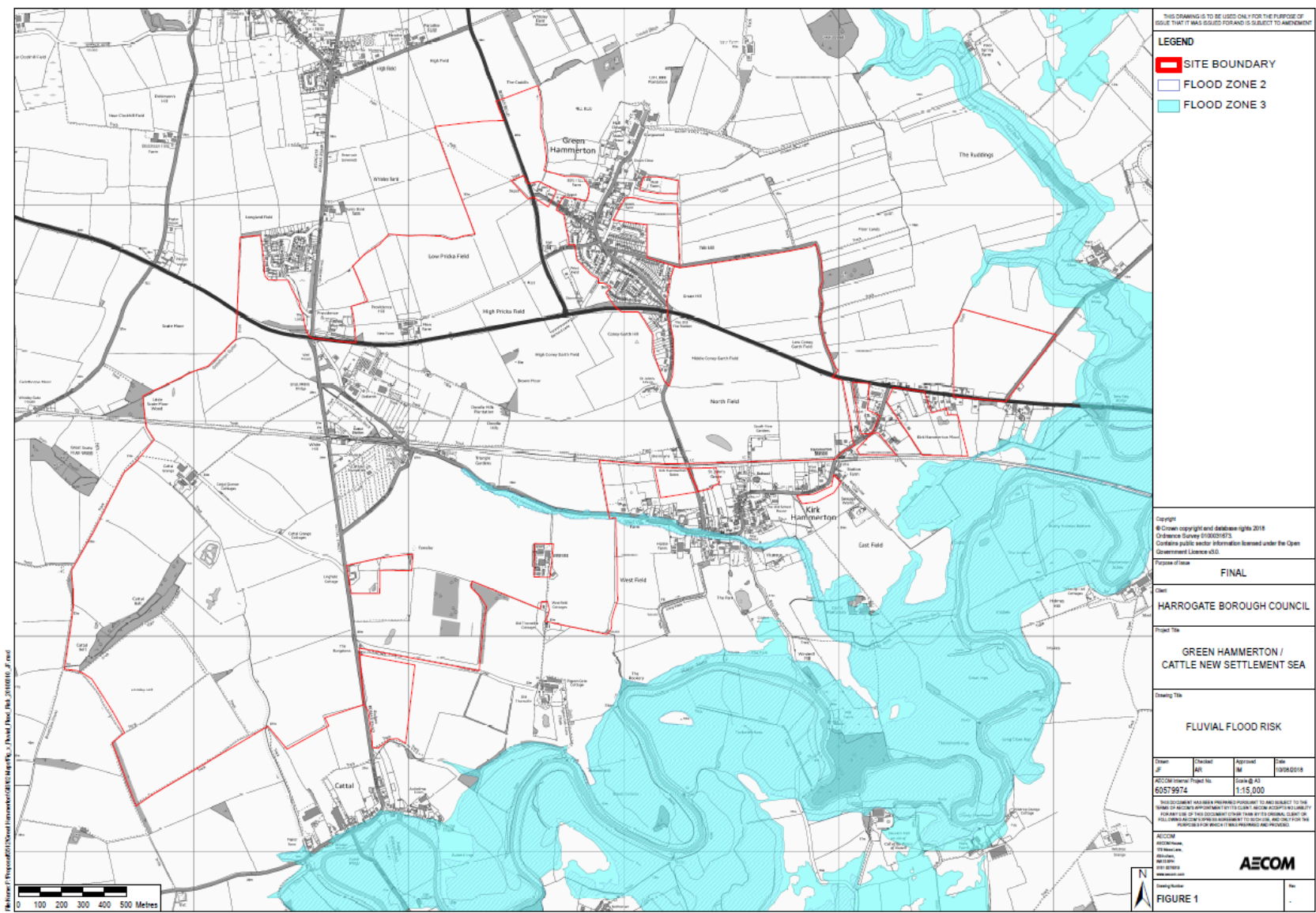
Flood risk

- 4.1.10. The new settlement area lies near the River Nidd with various tributaries running along the perimeter or through the area. The Environment Agency categorises the risk of flooding from watercourses into three zones.
- 4.1.11. Flood Zone 1 is defined as having a 'Low Probability' of flooding, and incorporates areas where the annual probability of flooding is lower than 0.1% (a 1 in 1000 year flood event). Flood Zone 2 is defined as having a 'Medium Probability' of flooding, with an annual probability of flooding between 0.1% and 1.0% for fluvial flooding (between a 1 in 1000 year and 1 in 100 year flood event) or 0.1% and 0.5% for tidal and coastal flooding (between a 1 in 1000 year and 1 in 100 year flood event). Flood Zone 3 is defined as having a 'High Probability' of flooding, with an annual probability of beyond 1.0% for fluvial floods and beyond 0.5% for tidal and coastal floods.
- 4.1.12. As illustrated in Figure 4.1, almost the entire new settlement area falls in Flood Zone 1, with the exception of a small linear area of Flood Zones 2 and 3 along the Kirk Hammerton Beck. A large area of Flood Zone 3, effectively the flood plain of the River Nidd, stretches along the south-eastern boundary of the new settlement area.
- 4.1.13. There are a series of raised flood defences along the River Nidd covering the stretch within the vicinity of the new settlement area.
- 4.1.14. Surface water flooding occurs when excess water runs off across the surface of the land. Several small areas of high and medium surface water flood risk exist in the new settlement area; however, these are dispersed with large areas of very low flood risk in between. The new settlement area does not fall within an area at risk of flooding from reservoir breach, although a large area along the River Nidd within the vicinity of the new settlement area is mapped as this.

²¹ Environment Agency (2010) Ouse Catchment Flood Management Plan [online] available at: <https://www.gov.uk/government/publications/river-ouse-catchment-flood-management-plan>

²² Harrogate District Council (2018) Carbon Reduction Strategy [online] available at: https://www.harrogate.gov.uk/downloads/file/3779/carbon_reduction_strategy

Figure 4.1: Fluvial flood risk in the New Settlement area



Carbon emissions

- 4.1.15. Table 4.1 below sets out data in relation to the carbon dioxide (CO²) emissions per capita in Harrogate District between 2006 and 2016. These include CO² emissions from industry and commercial activity such as gas and electricity emissions from industrial and commercial activity and emissions from large industrial installations, agricultural combustion and diesel railways. These also include CO² emissions from domestic activity such as the consumption of gas and electricity, transportation and any other forms.
- 4.1.16. The data suggests a 27.5% decrease of per capita CO² emissions in Harrogate District over the 10 year period. When compared with the regional and national averages, it is apparent that this trend is ordinary although the proportion of change is not as substantial. In comparison with the regional average, Harrogate District emits fewer tonnes of carbon dioxide per capita, but when compared with the national average, emissions per capita are substantially higher.

Table 4.1: Per Capita CO² Emissions (t) in Harrogate District between 2006 and 2016 (Source: Department of Business, Energy and Industrial Strategy, 2018²³)

Area	2006	2008	2010	2012	2014	2016
Harrogate District Average	9.8	9.4	8.9	8.5	7.6	7.1
North Yorkshire Average	10.6	9.8	9.4	8.9	8.0	7.6
England Average	8.4	7.8	7.2	6.8	5.9	5.3

- 4.1.17. According to the Harrogate District Planning and Climate Change Study²⁴, some of the new settlement area and its vicinity have good potential for wind energy. The broader district has substantial viable potential to introduce district heating, hydro power generation sites and large scale wind farms.

Summary of future baseline

- 4.1.18. Climate change projections for the United Kingdom published as part of the UKCP09²⁵ programme provide detailed probabilistic projections of climate change. Although there is uncertainty in climate change predictions the following changes are likely to have taken place in Yorkshire and Humber region by 2080. The changes mentioned below relate to the medium emissions scenario²⁶:

- The central estimate of increase in winter mean temperature is 3°C; it is very unlikely to be less than 1.6°C and is very unlikely to be more than 4.6°C.
- The central estimate of increase in summer mean temperature is 3.3°C; it is very unlikely to be less than 1.7°C and is very unlikely to be more than 5.4°C.

²³ Information in relation to carbon emissions is available on the Department of Business, Energy and Industrial Strategy website: <https://www.gov.uk/government/organisations/department-for-business-energy-and-industrial-strategy>

²⁴ Harrogate Borough Council (2011) Harrogate District Planning and Climate Change Study.

²⁵ Further information on the UKCP09 programme is available from: <http://ukclimateprojections.defra.gov.uk/>.

²⁶ Projections are set out within the UKCP09 programme, which correspond to three emissions scenarios (Low, Medium and High). The key characteristics of each of these scenarios are:

Medium emissions Scenario - describes a world that has rapid economic growth, quick spreading of new and efficient technologies, and a global population that reaches 9 billion mid-century and then gradually declines. It also relies on a balance between different energy sources.

High emissions Scenario - similar economic and population trends as the Medium emission scenario but more emphasis on power generation from fossil fuels.

Low emissions scenario - represents a more integrated ecologically friendly world, characterised by clean and resource efficient technologies, and lower global greenhouse gas emissions.

- The central estimate of change in winter mean precipitation is 15%; it is very unlikely to be less than 2% and is very unlikely to be more than 33%.
 - The central estimate of change in summer mean precipitation is -23%; it is very unlikely to be less than -44% and is very unlikely to be more than 0%.
- 4.1.19. This means that the Yorkshire and Humber region is likely to experience, in the future, a warmer climate, with drier summers and wetter winters, which means that extreme events such as floods and droughts are likely to become less predictable and possibly more frequent.
- 4.1.20. The potential for climate change to increase the occurrence of extreme weather events in the Green Hammerton / Cattal area, is likely to increase the risks associated with climate change (including fluvial flooding) with an increased need for resilience and adaptation.
- 4.1.21. Flood risk at any specific location may be influenced by local factors such as existing formal or informal flood defences and the capacity of existing drainage systems or road/rail culverts. The adoption of SUDs and introduction of Green Infrastructure within development schemes may reduce the speed of surface water run-off and have positive effects in terms of flood risk. Green Infrastructure presents opportunities to address multiple issues through multi-functional spaces.
- 4.1.22. Development in any instance has the potential to exacerbate flood risk within and in the vicinity of the new settlement area by increasing the volume of surface water run-off, or by introducing areas of hard standing which could increase the speed of surface water run-off. The risk would be most increased if development were to locate in proximity of Flood Zone 2 or Flood Zone 3 areas, such as nearby Kirk Hammerton Beck or along the floodplain of the River Nidd.
- 4.1.23. Given that existing flood defences exist along the River Nidd, investment in additional flood defences is unlikely to be pursued unless necessary as a result of additional pressures.

4.3 Key headline issues

- 4.1.24. The key issues are as follows:

Flooding

- The New Settlement area falls predominantly within Flood Zone 1, although a stretch of Flood Zone 2 and 3 runs along Kirk Hammerton Beck. Therefore, the risk of fluvial flooding is relatively low.
- There is potential for surface water flooding to occur across the new settlement area, although areas susceptible to this are relatively isolated and the threat as a whole is considered to be low given the need to implement SUDs.

Carbon emissions

- Average CO² emissions per capita are declining in Harrogate District, but whilst these are below the average across North Yorkshire as a whole, per capita emissions are substantially higher in Harrogate District than the national average.

4.4 Scoping outcome

- 4.1.25. It is considered unlikely that significant negative effects would be generated with regards to flood risk. However, climatic factors have been **SCOPED IN** to the SEA as climate change mitigation and resilience are important national and local priorities. There is the potential to explore how resilience to climate change can be enhanced as well as contributing towards flood risk mitigation.

- 4.1.26. With regards to climate change mitigation, greenhouse gas emissions can be minimised associated with transportation and the built environment. Given that sustainable transport is covered by another SEA theme (Transportation), it is proposed that this section will focus upon the potential for emissions reductions through the application of low carbon energy schemes and the layout and design of development.

4.5 What are the SEA objectives and appraisal questions for the Climatic Factors SEA theme?

- 4.1.27. The SEA topic 'Climatic Factors' has been scoped in to the SEA. Table 4.2 presents the SEA objective and appraisal questions that will be used to assess the plan in relation to this theme.

Table 4.2: SEA Framework of objectives and assessment questions: Climatic Factors

SEA Objective	Supporting Questions
Support the resilience of the Green Hammerton / Cattal area to flood risk	Will the option/proposal help to: • Improve green infrastructure networks in the plan area to support adaptation to the potential effects of climate change? • Sustainably manage surface water run-off, ensuring that the risk of flooding is not increased (either within the plan area or downstream) and where possible reduce flood risk? • Ensure the potential risks associated with climate change are considered through new development in the plan area?
Contribute to climate change mitigation	Will the option/proposal help to: • Support the development of renewable and low carbon energy schemes?

5. Historic environment

Focus of theme:

- Designated and non-designated sites, areas and features;
- The setting of heritage assets; and
- Archaeological features.

5.1 Policy Context

- 5.1.1. The **NPPF** (2018) sets out an environmental objective to contribute to protecting and enhancing the built and historic environment. The Framework provides a strategy to seek '*the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect*'.
- 5.1.2. The Government's '**Statement on the Historic Environment for England**'²⁷ (2010) sets out their vision for the historic environment. It calls for those who have the power to shape the historic environment to recognise its value and to manage it in an intelligent manner in light of the contribution that it can make to social, economic and cultural life. Also of note is the reference to promoting the role of the historic environment within the Government's response to climate change and the wider sustainable development agenda.
- 5.1.3. The **Harrogate District Core Strategy** (2009) seeks development to not materially harm the archaeological and historic environment. It further sets out a vision to reduce the number of heritage assets at risk in the District.

5.2 Baseline Summary

Summary of current baseline

- 5.2.1. As illustrated in Figure 5.1, a Grade II Listed Building is located within the new settlement area. A further two Listed Buildings are located adjacent to the New Settlement area and clusters of Listed Buildings and Structures are present in adjacent settlements of Green Hammerton and Kirk Hammerton.
- 5.2.2. There are no Registered Park and Garden located within the new settlement area or in its vicinity. The nearest Registered Park and Garden is Allerton Park located north-west of the area. A Scheduled Monument, Cattal Bridge, is located towards the south of the New Settlement area.
- 5.2.3. Whilst the area encompasses many Listed Buildings and heritage assets, there are no heritage features recorded as 'at risk' by Historic England in the Green Hammerton / Cattal area²⁸.
- 5.2.4. There are also no world heritage sites or their buffer zones located within the new settlement area or its vicinity. The closest site is Studley Royal Park located towards the north west of the area. Similarly, there are no conservation areas within the new settlement area. However, the north east of the new settlement area runs adjacent to the conservation area in Green Hammerton and there is a conservation area within the neighbouring settlement of Kirk Hammerton, as illustrated in Figure 5.1.
- 5.2.5. The plan area has potential to include areas of archaeological value. Rudgate and Dere Street Roman Roads run through this area and there is a high potential for Iron Age/Romano British remains anywhere in the vicinity.

²⁷ DDCMS (2010) The Government's Statement on the Historic Environment for England [online] available at: <https://www.gov.uk/government/publications/the-governments-statement-on-the-historic-environment-for-england>

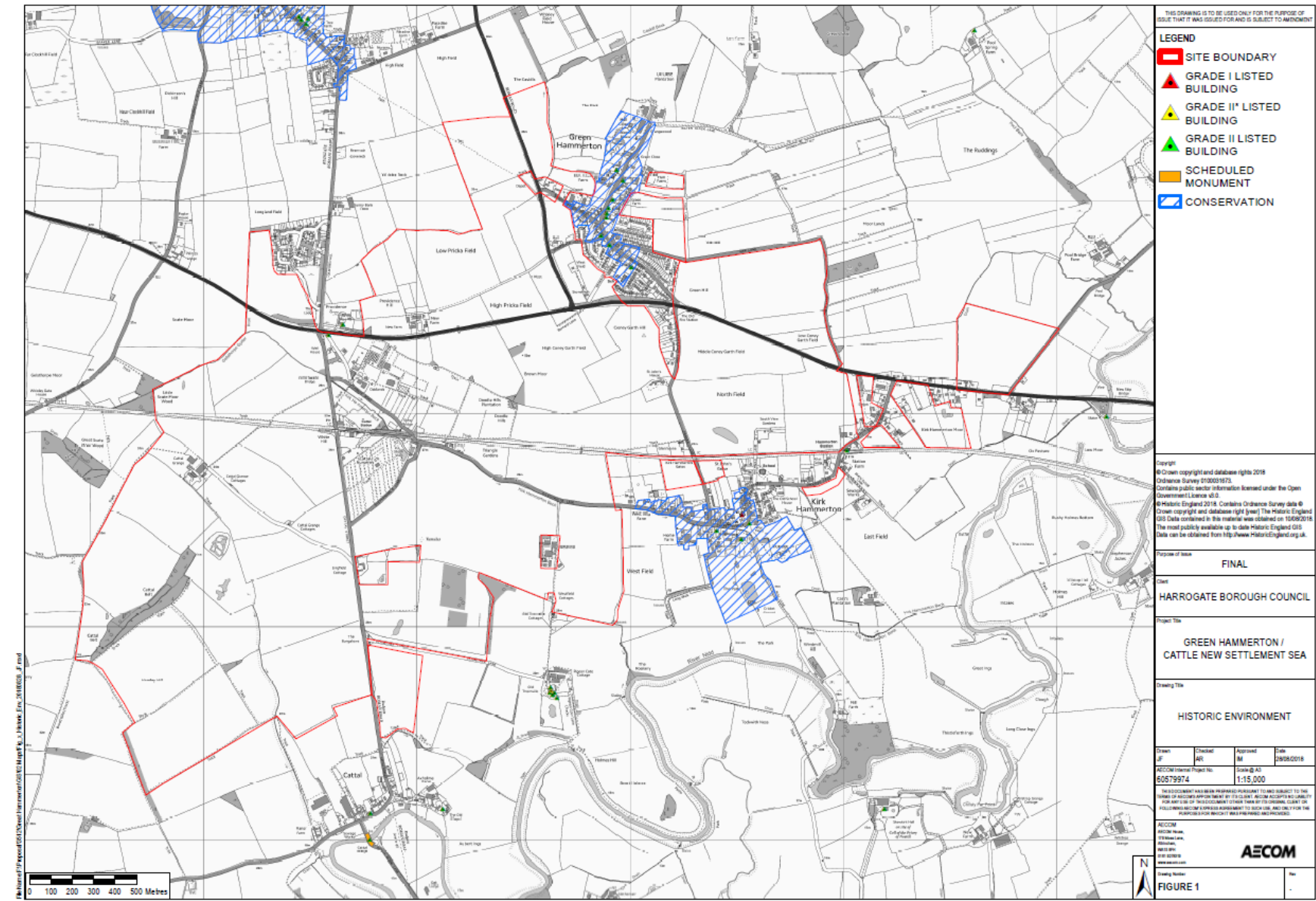
²⁸ According to Historic England Heritage at Risk 2018 records.

- 5.2.6. Iron Age/Romano British settlement has recently been recorded during archaeological work for development sites within Green Hammerton. There are also cropmarks in the area which have been mapped by the National Mapping Programme and interpreted as Iron Age/Romano British.
- 5.2.7. A search of the Historic Environment Record has been requested from the County Council, and the findings will be included in the next iteration of the scoping report. This will help to inform the appraisal of the Plan (and any reasonable alternatives).

Summary of future baseline

- 5.2.8. The development of the New Settlement has the potential to impact on the fabric and setting of cultural heritage assets and upon the character of the townscape and landscape. This may incur negative effects, such as the adoption of unsympathetic design and material choice, or positive effects through targeted redevelopment of underused land and buildings.
- 5.2.9. It should be noted, however, that existing historic environment designations and the Historic Environment policies within the Harrogate Borough Development Plan will offer a degree of protection to cultural heritage assets and their settings.
- 5.2.10. In the absence of development, effects on archaeology are unlikely to be significant. However, the opportunity to discover and record features / items of interest would be lower.

Figure 5.1: Historic environment



5.3 Key headline issues

5.2.11. The key issues are as follows:

- The new settlement area contains a considerable number of heritage assets including Listed Buildings and Structures, conservation areas, buildings of local importance, and archaeological remains which could be affected by development (either positively or negatively).

5.4 Scoping outcome

5.2.12. Historic Environment has been **SCOPED IN** to the SEA as there is potential for significant effects upon heritage assets and the character of the built and natural environment.

5.5 What are the SEA objectives and appraisal questions for the Historic Environment SEA theme?

5.2.13. The SEA topic 'Historic Environment' has been scoped in to the SEA. Table 5.1 presents the SEA objective and appraisal questions that will be used to assess the plan in relation to this theme.

Table 5.1: SEA Framework of objectives and assessment questions: Historic Environment

SEA Objective	Supporting Questions
Protect, enhance and manage the distinctive character, function and enjoyment of the historic environment	Will the option/proposal help to: • Conserve, better reveal the significance and enhance heritage assets, their setting and the wider historic environment? • Contribute to better management of heritage assets? • Identify and protect / enhance features of local cultural importance? • Support access to, interpretation and understanding of the historic environment? • Support the protection and recording of archaeological features?

6. Landscape

Focus of theme:

- Landscape and townscape character; and
- Geodiversity.

6.1 Policy Context

- 6.1.1. The **NPPF** (2018) includes recognition for the intrinsic character and beauty of the countryside, and the wider benefits from natural capital. Importantly, great weight is to be given to conserving landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty.
- 6.1.2. The Government's '**A Green Future: Our 25 Year Plan to Improve the Environment**' (2018) sets out a series of goals for improving the environment and how they will work with communities and businesses over the next 25 years to achieve them. Actions proposed of relevance to the conservation and enhancement of landscape character are as follows:
- Working with AONB authorities to deliver environmental enhancements.
 - Identifying opportunities for environmental enhancement of all England's Natural Character Areas, and monitoring indicators of landscape character and quality.
- 6.1.3. There are 159 Character Areas that collectively form the **National Character Area Profiles**²⁹ (2015) each of which is distinctive with a unique 'sense of place'. These broad divisions of landscape form the basic units of cohesive countryside character, on which strategies for both ecological and landscape issues can be based. The Vale of York and Southern Magnesian Limestone Character Areas cover the New Settlement area.
- 6.1.4. The **North Yorkshire and York Landscape Characterisation Project**³⁰ (2012) aims to map and describe landscapes at a regional scale. The report defines the New Settlement area as Magnesian Limestone Ridge character type (6).
- 6.1.5. The **Harrogate District Landscape Character Assessment**³¹ (2004) identifies areas of distinct landscape character across the Harrogate Borough Council administrative area. These areas are described in detail with regard to geology, landform, drainage, land use, vegetation, wildlife, built form and communications. It further sets out general guidelines relevant to the whole district but also specific guidelines for the management of each of the landscape character areas presented.
- 6.1.6. The **Harrogate District Core Strategy** (2009) makes many references to the preservation of the local landscape throughout the document. Policy SG4 requires development proposals to be appropriate to the form and character of landscape character. Policy EQ2 further seeks to protect the district's high quality natural and built environment including the landscape character of the district.

²⁹ In-depth profiles are available at: <https://www.gov.uk/government/publications/national-character-area-profiles-data-for-local-decision-making/national-character-area-profiles>

³⁰ North Yorkshire County Council (2012) North Yorkshire and York Landscape Characterisation Project [online] available at: https://www.northyorks.gov.uk/sites/default/files/fileroot/Environment%20and%20waste/Conservation/North_Yorkshire_and_York_landscape_character_assessment_report.pdf

³¹ Harrogate Borough Council (2014) Harrogate District Landscape Character Assessment [online] available at: https://www.harrogate.gov.uk/info/20102/conservation_landscape_and_ecology/572/landscape_character_assessment

6.2 Baseline Summary

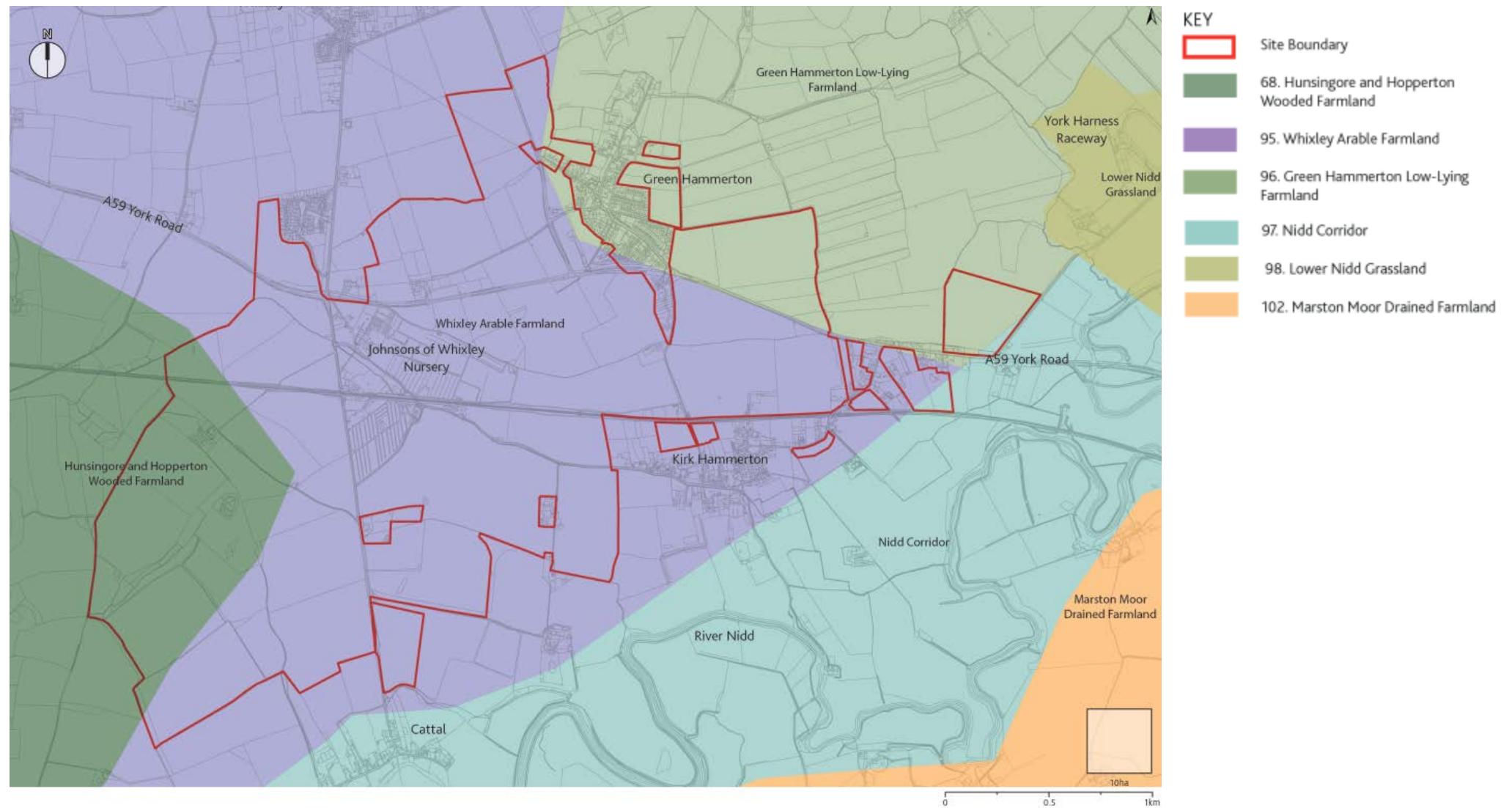
Summary of current baseline

- 6.2.1. The new settlement area lies within two National Landscape Character Areas; The Vale of York (28, east) is relatively flat, open and low lying land of predominantly agricultural land use. The Southern Magnesian Limestone area (30, west) is an elevated ridge comprising open, rolling arable farmland enclosed by hedgerows with plantation woodlands, historic estate properties and parkland.
- 6.2.2. At the county level, the new settlement area lies within the Magnesian Limestone Ridge character type (6) which is a low ridge of gently rolling landform facilitating long distance views, covered by a pattern of fertile farmland and well wooded estates. It is also a corridor to the A1(M) and limestone quarries are a relatively common feature.
- 6.2.3. The Harrogate District Landscape Character Assessment provides the most detailed assessment of the landscape character of the New Settlement area. Three landscape character areas cover the New Settlement area including Green Hammerton, Whixley and Hunsingore and Hopperton, illustrated in **Figure 6.1**.
- 6.2.4. The Green Hammerton area consists of low lying predominantly flat farmland, whilst Whixley forms arable farmland and Hunsingore and Hopperton forms wooded farmland and is characterised by the floodplain of the River Nidd.
- 6.2.5. The New Settlement area is situated approximately 17.5km to the south west of the Howardian Hills Area of Outstanding Natural Beauty (AONB) boundary, and approximately 20.8km to the west of the Nidderdale AONB boundary. Whilst not within the border of either of these designated areas, consideration should be given to the effect of development on the preservation of these sensitive landscapes.
- 6.2.6. The North Yorkshire Moors National Park is located approximately 22.2km north east of the New Settlement area and the Yorkshire Dales National Park approximately 33.1km west. Both National Parks have good road access to the new settlement area and thus despite their distance from the area, consideration should be given to the effects of development on their preservation.

Summary of future baseline

- 6.2.7. With the expectation that large scale growth will occur in this location, the landscape character of the area is likely to be altered significantly. The nature of changes would depend upon the form and scale of development though.
- 6.2.8. In the absence of development in this location (i.e. should the proposed Local Plan not progress through to Adoption with the inclusion of this strategic location), then changes to landscape character in this area would be negligible. However, there would be a risk of speculative developments coming forward in the absence of an up to date Plan, which could lead to unforeseen impacts.
- 6.2.9. In any event, existing environment designations and planning policies will offer a degree of protection to landscape assets and their settings, as well as sensitive environments at the Howardian Hills and Nidderdale AONB and the National Parks. Lack of an overall vision and framework, however, could result in the delivery of different development styles, layouts and material choices.
- 6.2.10. The impact on the landscape could potentially be disruptive if this lack of cohesion continued. With the absence of coordination, there could also be missed opportunities to deliver strategic Green Infrastructure improvements.

Figure 6.1: Harrogate District Landscape Character Areas (adopted from the Concept Framework Baseline Report)



6.3 Key headline issues

6.3.1. The key issues are as follows:

- The landscape is predominantly flat and low lying.
- The development of the New Settlement is likely to have a considerable impact on local landscape, given the undeveloped nature of the Green Hammerton / Cattal area. Opportunities exist, however, for sensitive landscaping which may help to blur the development into the surrounding countryside.
- Although not within the borders of the North Yorkshire Moors National Park, Yorkshire Dales National Park or Howardian Hills and Nidderdale AONB, the New Settlement area enjoys good road access to these areas and these landscape designations are valuable and sensitive landscape assets which require protection from potential growth.

6.4 Scoping outcome

6.3.2. Landscape has been **SCOPED IN** to the SEA as there is potential for significant effects upon the setting of landscape and the character of the natural environment (whether positive or negative).

6.5 What are the SEA objectives and appraisal questions for the Landscape SEA theme?

6.3.3. The SEA topic 'Landscape' has been scoped in to the SEA. Table 6.1 presents the SEA objective and appraisal questions that will be used to assess the plan in relation to this theme.

Table 6.1: SEA Framework of objectives and assessment questions: Landscape

SEA Objective	Supporting Questions
Ensure that development protects and complements important landscape features whilst retaining a rural character	Will the option/proposal help to: • Conserve and enhance the character and quality of landscapes? Contribute to better management of landscape assets? • Maintain areas of 'tranquility'? • Be mindful of 'dark skies'? • Support access to, interpretation and understanding of the surrounding landscape? • Improve linkages to open space and the countryside?

7. Land and Soil

Focus of theme:

- Soil resource; and
- Soil quality.

7.1 Policy Context

- 7.1.1. The EU's **Soil Thematic Strategy**³² (2006) presents a strategy for protecting soils resources in Europe. The main aim of the strategy is to minimise soil degradation and limit associated detrimental effects linked to water quality and quantity, human health, climate change, biodiversity and food safety.
- 7.1.2. The **NPPF** (2018) states that planning policies and decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued soil and the economic and other benefits of the best and most versatile agricultural land. Policies should also prevent new and existing development from '*contributing to, being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution*'.
- 7.1.3. In **Safeguarding our Soils: A strategy for England**³³ (2009), a vision is set out for the future of soils in the country. It suggests that changing demands on our soils need to be better understood and it must be ensured that appropriate consideration is given to soils in the planning process.
- 7.1.4. The Government's '**A Green Future: Our 25 Year Plan to Improve the Environment**' (2018) sets out a series of goals for improving the environment and how they will work with communities and businesses over the next 25 years to achieve them. This includes using and managing land sustainably by protecting the best agricultural land, improving soil health and restoring and protecting peatlands.

7.2 Baseline Summary

Summary of current baseline

- 7.2.1. The Agricultural Land Classification classifies land into six grades (plus 'non-agricultural' and 'urban'), where Grades 1 to 3a are the 'best and most versatile' land and Grades 3b to 5 are of poorer quality.
- 7.2.2. According to the provisional agricultural land classification (Natural England), the new settlement area consists of mostly Grade 2 and Grade 3 agricultural land (*as illustrated in Figure 7.1 below*).
- 7.2.3. From this data, it is unclear whether the Grade 3 land is amongst the best and most versatile, but most of the area does fall within this status.
- 7.2.4. Furthermore, detailed surveys to the north of the railway (As part of the EIA for 18/02240/EIAMAJ) suggests that the majority of agricultural land in this location is Grade 3a. To the south, much of the area is classified as Grade 2 or 3, but this too may actually be more likely to be Grade 3a (further testing of this land needs to be undertaken to confirm though).

Summary of future baseline

- 7.2.5. In the absence of growth in this location, the loss of soil resources would be avoided, but would no doubt occur in other locations instead.

³² European Commission (2006) Soil Thematic Strategy [online] available at: http://ec.europa.eu/environment/soil/three_en.htm

³³ Defra (2009) Safeguarding our Soils: A strategy for England [online] available at: <http://archive.defra.gov.uk/environment/quality/land/soil/documents/soil-strategy.pdf>

- 7.2.6. Due to this location being identified for strategic development, the land and soil quality would be dramatically changed over time. There should be opportunities to incorporate existing green spaces and features within the development though.

7.3 Key headline issues

- 7.2.7. The key issues are as follows:

- Development will likely lead to a loss of soil resources. Where possible areas of most value should be avoided, though this may be difficult given the extent of best and most versatile agricultural land involved.

7.4 Scoping outcome

- 7.3.1. The topic of 'Land and Soil' has been **SCOPED IN** to the SEA.
- 7.3.2. The principle of growth occurring in this location has been established in the Local Plan, and therefore alternative broad areas for growth across the Borough have already been appraised as part of the supporting SA.
- 7.3.3. Given the amount of agricultural land present in the area, there is limited potential to avoid the loss of agricultural land at this location itself. Therefore alternatives for the new settlement DPD would be expected to perform similarly in this respect.
- 7.3.4. In the context of agricultural land resources across the Borough and in the wider area, the effects are not considered to be significant. However, a loss of best and most versatile agricultural land is inherently negative, and opportunities to minimise loss should be explored. Consequently, this topic is scoped in to the SEA.

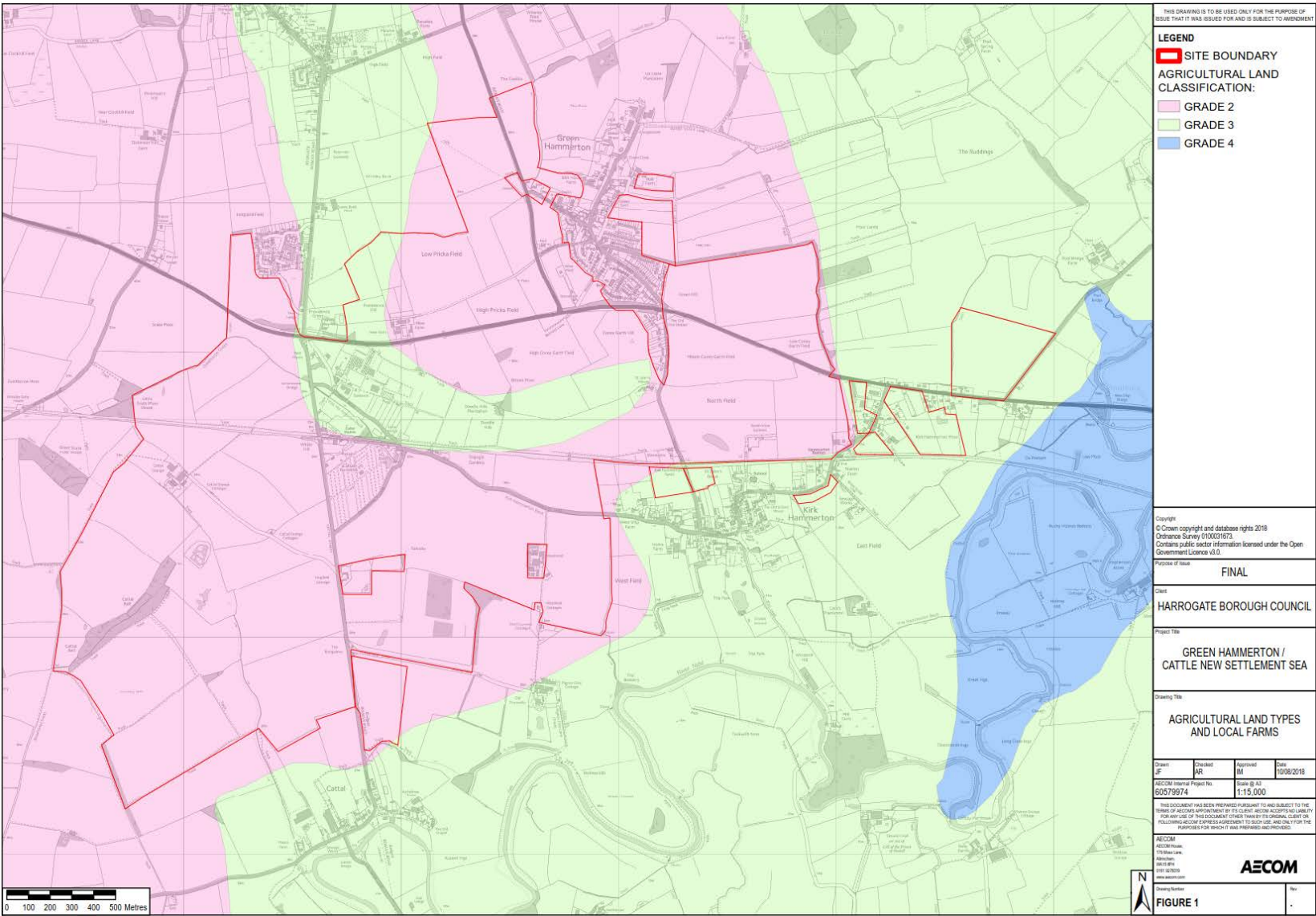
7.5 What are the SEA objectives and appraisal questions for the Land and Soil SEA theme?

- 7.4.1. The SEA topic 'Land and Soil' has been **SCOPED-IN** to the SEA. Table 7.1 presents the SEA objective and appraisal questions that will be used to assess the plan in relation to this theme.

Table 7.1: SEA Framework of objectives and assessment questions: Land and Soil

SEA Objective	Supporting Questions
Minimise the avoidable loss of the most valuable soils and agricultural land	Will the option/proposal help to: • Minimise the loss of the most valuable soils, where possible? • Compensate for the loss of productive agricultural land?

Figure 7.1: Agricultural Land Classification



8. Water Resources

Focus of theme:

- Watercourses;
- Water availability; and
- Water quality.

8.1 Policy Context

- 8.1.1. The **NPPF** (2018) suggests the importance for development to have adequate provision for water supply and wastewater. It further asserts that development should not have any unacceptable detrimental effects on water quality.
- 8.1.2. The **Future Water**³⁴ strategy (2011) seeks to achieve a secure supply of water resources whilst protecting the water environment. This means greater efficiency in water use, application of Sustainable Urban Drainage Systems, managing diffuse pollution from agriculture, tackling flood risk and reducing greenhouse gas emissions.
- 8.1.3. The Government's '**A Green Future: Our 25 Year Plan to Improve the Environment**' (2018) sets out a series of goals for improving the environment and how they will work with communities and businesses over the next 25 years to achieve them. This includes respecting nature by using our water more sustainably and requiring developments to bring about a *net environmental gain* which can include water quality improvements.
- 8.1.4. The **Draft Water Resources Management Plan**³⁵ (2018) by Yorkshire Water sets out how the organisation will ensure the sufficient supply of water over a 25 year period. This should help to ensure that new development is capable of being serviced without generating significant effects on water resources.

8.2 Baseline Summary

Summary of current baseline

- 8.2.1. Kirk Hammerton Beck runs horizontally between the eastern and western boundaries of the new settlement area, and is a tributary of the River Nidd; which acts as the main watercourse in the Green Hammerton / Cattal locality.
- 8.2.2. Caskill Beck runs along part of the northern boundary of the new settlement area and intersects at the land behind Boroughbridge Road. Pool Beck further borders the detached plot along Pool Lane and intersects along its north-western boundary. There is also a minor unnamed watercourse, which is predominantly underground, within the south west of the new settlement area.
- 8.2.3. The new settlement area falls within the Swale, Ure, Nidd and Upper Ouse Catchment Area, and is subject to the Swale, Ure, Nidd and Upper Ouse Catchment Abstraction Management Strategy. In order to extract water for consumptive purposes, the local availability needs to be understood. If there is more water than required to meet the needs of the environment, water is considered to be available for licensing and extracting.

³⁴ Defra (2011) Future Water – The government's water strategy for England [online] available at: <https://www.gov.uk/government/publications/future-water-the-government-s-water-strategy-for-england>

³⁵ Yorkshire Water (2018) Draft Water Resources Management Plan [online] available at: https://www.yorkshirewater.com/sites/default/files/downloads/Draft%20Water%20Resources%20Management%20Plan%202019_0.pdf

- 8.2.4. The River Nidd is mapped as having surface water and ground water availability, meaning that water extraction is possible³⁶.
- 8.2.5. The source of the River Nidd is on the edge of the Yorkshire Dales National Park. From here it runs into Gouthwaite Reservoir then through Nidderdale and on into the Vale of York. The New Settlement area falls within the Nidd Middle and Lower Operational Catchment area which includes 13 waterbodies, the majority of which are classified 'moderate' (8) or 'poor' (5) for ecology and chemical, as recorded in 2016 Cycle 2³⁷.
- 8.2.6. Activities such as agriculture and rural land managements are amongst reasons for the River Nidd not achieving 'good' ecological and chemical status along this section of the river.
- 8.2.7. Groundwater Source Protection Zones (SPZs) have been designated by the Environment Agency in England and Wales to protect groundwater sources such as wells, boreholes and springs that are used for public drinking water supply. The zones show the risk of contamination from activities that might cause groundwater pollution in the area. The New Settlement area falls within a SPZ of zones 1 and 2.
- 8.2.8. The Nitrates Directive (91/676/EEC) requires Member States to identify areas where groundwaters have nitrate concentrations of more than 50 mg/l nitrate or are thought to be at risk of nitrate contamination. Areas associated with such groundwaters are designated as Nitrate Vulnerable Zones (NVZs) within which, Member States are required to establish Action Programmes in order to reduce and prevent further nitrate contamination. The New Settlement area falls within the G103 - Vale of York Groundwaters NVZ and the Nidd from Crimpe Beck to River Ouse Surface Waters NVZ.

Summary of future baseline

- 8.2.9. In terms of water quality, legal requirements for water quality, as set out in the Water Framework Directive, are likely to lead to continued improvements to water quality in watercourses in the wider area. However, water quality could be affected by pollution incidents in the area, the presence of non-native species and physical modifications to water bodies.
- 8.2.10. Water availability in the area may be affected by increases in population and an increased occurrence of drought exacerbated by the effects of climate change.
- 8.2.11. Development which requires sewage treatment may, if not designed correctly or located appropriately, result in an increased risk of pollution to groundwater and surface water. Development will therefore need to have due consideration to the capacity of sewage works.
- 8.2.12. In the absence of development, the presence of nitrates in water may persist given the agricultural nature of the land in this area. With a change in use to housing/employment land, the run off of such chemicals is likely to reduce.

8.3 Key headline issues

- 8.3.1. The key issues are as follows:
- The River Nidd is mapped as having surface water and groundwater availability, meaning that water extraction is possible.
 - New Settlement area falls within the Nidd Middle and Lower Operational Catchment area which includes 13 waterbodies, the majority of which are classified 'moderate' (8) or 'poor' (5) for ecology and chemical status.
 - The New Settlement area falls within a SPZ of zones 1 and 2.

³⁶ Environment Agency (2013) Swale, Ure, Nidd and Upper Ouse Abstraction Licensing Strategy [online] available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/307283/lit_7868_513802.pdf

³⁷ Environment Agency (2016) Catchment Data Explorer [online] available at: <https://environment.data.gov.uk/catchment-planning/OperationalCatchment/3308/Summary>

- The New Settlement area falls within the G103 - Vale of York Groundwaters NVZ and the Nidd from Crimple Beck to River Ouse Surface Waters NVZ.

8.4 Scoping outcome

- 8.4.1. The topic of 'Water Resources' has been **SCOPED IN** to the SEA as there are areas within and in the vicinity of the New Settlement area that fall within a Groundwater Protection Zone and Nitrate Vulnerable Zones. It is possible that development could affect water quality in such areas. Changes to land use could also have effects upon surface water NVZ.

8.5 What are the SEA objectives and appraisal questions for the Water Resources SEA theme?

- 8.5.1. The SEA topic 'Water Resources' has been scoped in to the SEA. Table 8.1 presents the SEA objective and appraisal questions that will be used to assess the plan in relation to this theme.

Table 8.1: SEA Framework of objectives and assessment questions: Water Resources

SEA Objective	Supporting Questions
Protect and enhance the quality of watercourses, ground and surface water quality.	Will the option/proposal help to: • Protect groundwater quality in the NVZ? • Minimise water consumption? • Reduce surface water pollution?

9. Population and Housing

Focus of theme:

- Population size;
- Age structure;
- Deprivation;
- House prices and affordability; and
- Housing types and needs.

9.1 Policy Context

- 9.1.1. The **NPPF** (2018) contains as part of its three overall overarching objectives, a social objective to '*support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations*'. It further emphasises the need for homes to be of a size, type and tenure to meet needs of different social groups, with at least 10% of new homes to be provided for affordable home ownership subject to conditions and exemptions.
- 9.1.2. In February 2017, the Government published a housing white paper entitled '**Fixing our broken housing market**'. This establishes the government's plans to reform the housing market and increase the supply of new homes in England through a series of four proposals. These including planning for the right homes in the right places, building homes faster, diversifying the house building market and supporting people in need of housing.
- 9.1.3. The **Harrogate District Strategic Housing Market Assessment**³⁸ (2016) provides a review of housing requirements in Harrogate District for the period 2014-2035 and developed an objective assessment of the need for additional housing provision. The report concludes that an additional 557 dwelling per annum are required within the local plan area.
- 9.1.4. The **Harrogate District Core Strategy** (2009) aims to support the growth of housing including affordable housing in the District. In regards to housing in village and countryside locations, it supports housing '*for local people at affordable prices, focusing on those settlements with the best range of services and facilities*'.

9.2 Baseline Summary

Summary of current baseline

- 9.2.1. The population of Harrogate District is currently estimated at 160,600³⁹. In 2016, the population of Harrogate District was 159,800, having grown by 0.7% since 2011 (158,700).
- 9.2.2. Collating the three LSOAs that intersect with the New Settlement area provides an approximate indication of the population within its vicinity⁴⁰. The local population of the New Settlement area was 6,187 in 2016, an increase of 12% since 2011 (5,529). The Office for National Statistics predicts that the population of Harrogate District will increase by 0.8% to 161,900 by 2028 and by 1.3% to 162,700 in 20 years' time (2038).
- 9.2.3. Table 9.1 shows the age structure of the local population (by collating the three intersecting LSOAs) in comparison with the District and national averages. It is apparent that the area local to the new settlement area has a much higher than average 15-24 year old and lower than average 25-44 year old population compared to the district and nationally.

³⁸ Harrogate Borough Council (2016) Strategic Housing Market Assessment Update [online] available at: https://www.harrogate.gov.uk/downloads/file/1569/harrogate_borough_council_strategic_housing_market_assessment_shma_update_report_june_2016

³⁹ ONS Population Projections 2018

⁴⁰ The three LSOAs that intersect are used are as follows: Harrogate 016C, Harrogate 016D and Harrogate 016E.

- 9.2.4. Both Harrogate District and the area within the vicinity of the new settlement area also have a higher proportion of elderly people.

Table 9.1: Age Structure in 2016 (ONS Population Estimates)

	Area within the vicinity of the New Settlement (LSOAs Harrogate 016C, 016D, 016E)	Harrogate District	Great Britain
0-15	17.1%	17.8%	18.8%
15-24	20.3%	9.6%	12.2%
25-44	14.6%	22%	26.4%
45-64	28.4%	29.3%	25.7%
65-84	16.4%	19.3%	15.8%
85+	3.2%	3.3%	2.4%
Total population	6,187	159,800	63,785,900

- 9.2.5. With regards to housing delivery, Table 9.2 shows that over the last 5 years 283 dwellings were completed on average per annum; considerably short of the target set by the HEDNA⁴¹.
- 9.2.6. A variation in delivery rates is also apparent, with the highest number recorded in 2014/15 (414) and the lowest a year earlier in 2013/14 (183). The recent trend in net completions suggest an increase in housing delivery in the District, but there is a clear need for growth

Table 9.2: Net Housing Completions in Harrogate District (Source: Harrogate Borough Council)

	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17
Completions (net)	261	188	200	183	414	305	316
Housing requirements	390 ¹	390	390	390	669 ²	669	669
Under Supply	-129	-202	-190	-207	- 255	-364	-353

¹ Annualised housing figure from adopted Harrogate District Core Strategy

² Annualised housing figure from HEDNA (2017)

- 9.2.7. Harrogate District has a considerably higher number of owned households compared to the rest of England (see Table 9.3). Subsequently there were fewer households which were classified under socially rented and shared ownership.

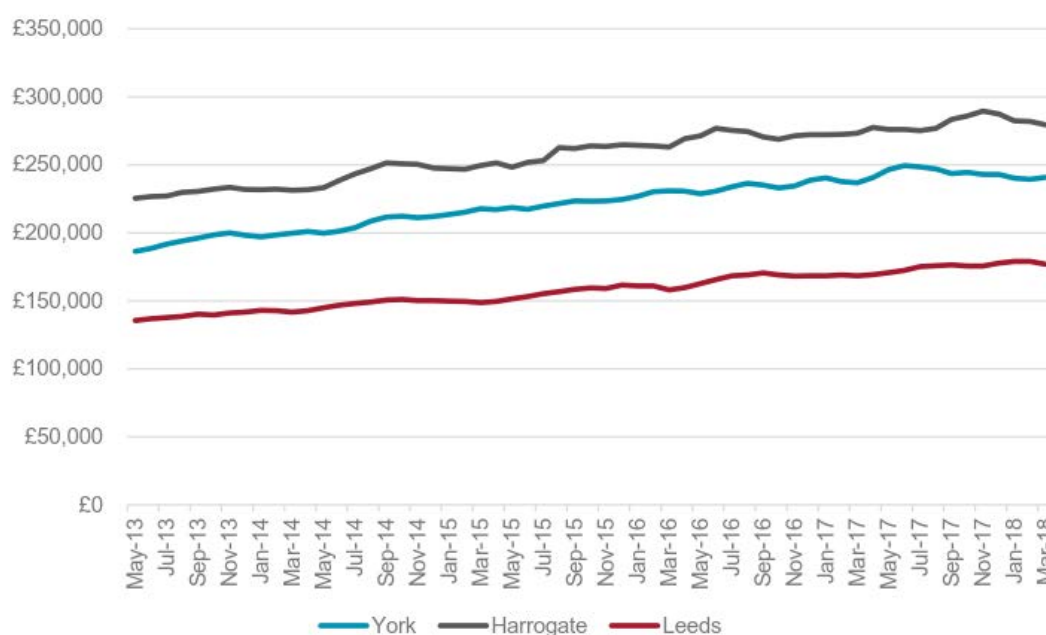
⁴¹ Housing and Economic Development Needs Assessment.

Table 9.3: Housing Tenure in 2011 (ONS Housing Tenure)

	Harrogate (numbers)	Harrogate (%)	England (%)
All Categories	67,169	-	-
Owned (Total)	47,738	71%	63.3%
Shared Ownership	395	0.6%	0.8%
Socially Rented	6,138	9.1%	17.7%
Private Rented	11,771	17.5%	16.8%
Living Rent Free	11,127	16.7%	1.3%

- 9.2.8. The average house price in Harrogate District in March 2018 (£279,280) showed a 2.2% increase on March 2017 (see Figure 9.1).
- 9.2.9. Average prices in Harrogate are significantly higher when compared to neighbouring local authority areas and the country as a whole. For example, the average price in the housing market area of Hambleton was £228,345, in York it was £240,743, and in North Yorkshire it was £217,967⁴².
- 9.2.10. The average detached house price in the borough of Harrogate in March 2018 was £451,899, which is a 2.8% increase on March 2017. The average semi-detached house price was £270,833, and the average terrace was £223,637. In comparison, average prices of semi-detached for the market area of Hambleton were £207,231, in York it was £245,331, and in North Yorkshire it was £207,002.
- 9.2.11. Average house prices in the borough of Harrogate are not only significantly higher than neighbouring areas, but also higher than average house price values across North Yorkshire (£217,967) and the nation as a whole (£224,144).

Table 9.1: Average house prices for all property types May 2013 to May 2018 (Source: New Settlement Concept Framework)



⁴² Harrogate Borough Council (2018) New Settlement Concept Framework: Property Market Appendix.

Summary of future baseline

- 9.2.12. The Harrogate District Strategic Housing Market Assessment (2016) suggests that due to a combination of factors including the forecasted increase in population, 557 additional dwellings are required annually in Harrogate District between 2014 and 2035 to meet local housing needs.
- 9.2.13. According to property market analysis undertaken as part of the planning for the New Settlement⁴³, Harrogate District is a very strong market area with demand currently outstripping supply to a significant degree, particularly for family housing. Therefore, it is likely that the demand will continue.
- 9.2.14. In the absence of an up to date Local Plan it is possible that speculative housing developments could be proposed and won on appeal.

9.3 Key headline issues

- 9.2.15. The key issues are as follows:
- The population local to the new settlement area has increased by 12% between 2011 and 2016.
 - Net completions in the Harrogate District have fallen short of local housing need in recent years.
 - Average house prices in Harrogate District are considerably higher than neighbouring areas and have increased by 2.2% over the last year.
 - The population within the immediate vicinity of the new settlement is over-represented in the 15-24 age group and under-represented in the 25-44 age group.

9.4 Scoping outcome

- 9.2.16. There is a need to provide new housing across the district, with development at a new settlement likely to contribute significantly towards needs. In particular, a large-scale development could help to provide a wider range of housing including affordable homes.
- 9.2.17. Given that the principle of a large-scale development has been established in this location, (and is proposed in the emerging Local Plan), the scope for further effects with regards to housing would be dependent upon the scale, type and mix to be secured.
- 9.2.18. The SEA has the potential to explore how positive effects on housing can be maximised, but it is anticipated that the effects of different spatial approaches would not be too dissimilar. Nevertheless, the SEA topic 'Population and Housing' has been **SCOPED IN** to the SEA.

9.5 What are the SEA objectives and appraisal questions for the Population and Housing SEA theme?

- 9.2.19. The SEA topic 'Population and Housing' has been scoped-in to the SEA. Table 9.4 presents the SEA objective and appraisal questions that will be used to assess the plan in relation to this theme.

⁴³ Harrogate Borough Council (2018) New Settlement Concept Framework: Property Market Appendix.

Table 9.4: SEA Framework of objectives and assessment questions: Population and Housing

SEA Objective	Supporting Questions
Provide everyone with the opportunity to live in good quality, affordable housing which meets the needs of occupiers throughout their life.	Will the option/proposal help to: • Support the provision of a responsive range of house types and sizes to meet identified needs? • Provide quality and flexible homes that meet people's needs throughout their lives? • Enhance housing provision in existing communities?

10. Health and Wellbeing

Focus of theme:

- Health indicators and deprivation; and
- Influences on health and wellbeing.

10.1 Policy Context

- 10.1.1. The **NPPF** (2018) contains as part of its three overall overarching objectives, a social objective to *'support strong, vibrant and healthy communities... by fostering a well-designed and safe built environment'*. It also states that *'access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities'*.
- 10.1.2. The Framework further outlines that the planning system should aim to achieve healthy, inclusive and safe places that are designed to promote social interactions, are safe and accessible and enable and support healthy lifestyles.
- 10.1.3. Fair Society, Healthy Lives (**'The Marmot Review'**)⁴⁴ (2011) investigated health inequalities in England and the actions needed in order to tackle them. Subsequently, a supplementary report was prepared providing additional evidence relating to spatial planning and health on the basis that there is: *'overwhelming evidence that health and environmental inequalities are inexorably linked and that poor environments contribute significantly to poor health and health inequalities'*.
- 10.1.4. The Government's **'A Green Future: Our 25 Year Plan to Improve the Environment'** (2018) sets out a series of goals for improving the environment and how they will work with communities and businesses over the next 25 years to achieve them. Relevant proposals include connecting people with the environment to improve health and wellbeing by:
- Using green spaces including through mental health services.
 - Encouraging children to be close to nature, in and out of school, with particular focus on disadvantaged areas.
 - Greening our towns and cities by creating green infrastructure and planting one million urban trees.
 - Making 2019 a year of action for the environment, working with Step Up To Serve and other partners to help children and young people from all backgrounds to engage with nature and improve the environment.
- 10.1.5. The **North Yorkshire Joint Health and Wellbeing Strategy 2015-2020**⁴⁵ identifies the main health and wellbeing challenges across the county under 5 overarching themes and sets out priorities to address the challenges.
- 10.1.6. The **Harrogate District Core Strategy** (2009) makes many references to protect, enhance and increase the provision of green infrastructure across the District. It further sets out requirements for inclusive communities where all people have access to health, sport and recreation facilities.

⁴⁴ The Marmot Review (2011) The Marmot Review: Implications for Spatial Planning [online] available at: <http://www.nice.org.uk/nicemedia/live/12111/53895/53895.pdf>

⁴⁵ Health and Wellbeing Board North Yorkshire. Joint Health and Wellbeing Strategy 2015-2020 [online] available at: <http://www.nypartnerships.org.uk/jhws>

10.2 Baseline Summary

Summary of current baseline

10.2.1. According to the Harrogate Health Profile 2018⁴⁶, the health of people in the District is varied compared with the England average.

- The life expectancy for both males and females and the under 75 mortality rate for all causes is significantly better in Harrogate District than the regional and England averages.
- In contrast, alcohol specific or related stays in hospital and smoking prevalence in adults is worse than the England average.
- People in Harrogate District are significantly more active than those across England and slightly less likely to be overweight.
- The under 18 conception rate is significantly better in Harrogate District compared to the England average. Similarly, new sexually transmitted infections rate is also significantly better.

10.2.2. The closest hospital, Clifton Park in York, is approximately located 9.2 miles from the new settlement area. The closest hospital with an A&E department, Harrogate District Hospital, is located approximately 9.5 miles from the new settlement area. There is also a medical centre, Springbank Surgery, located in Green Hammerton. Health and wellbeing facilities within the Green Hammerton / Cattal area are illustrated in Figure 10.1.

10.2.3. The Index of Multiple Deprivation 2015 (IMD) is an overall relative measure of deprivation constructed by combining seven domains of deprivation according to their respective weights, as described below. The seven deprivation domains are as follows:

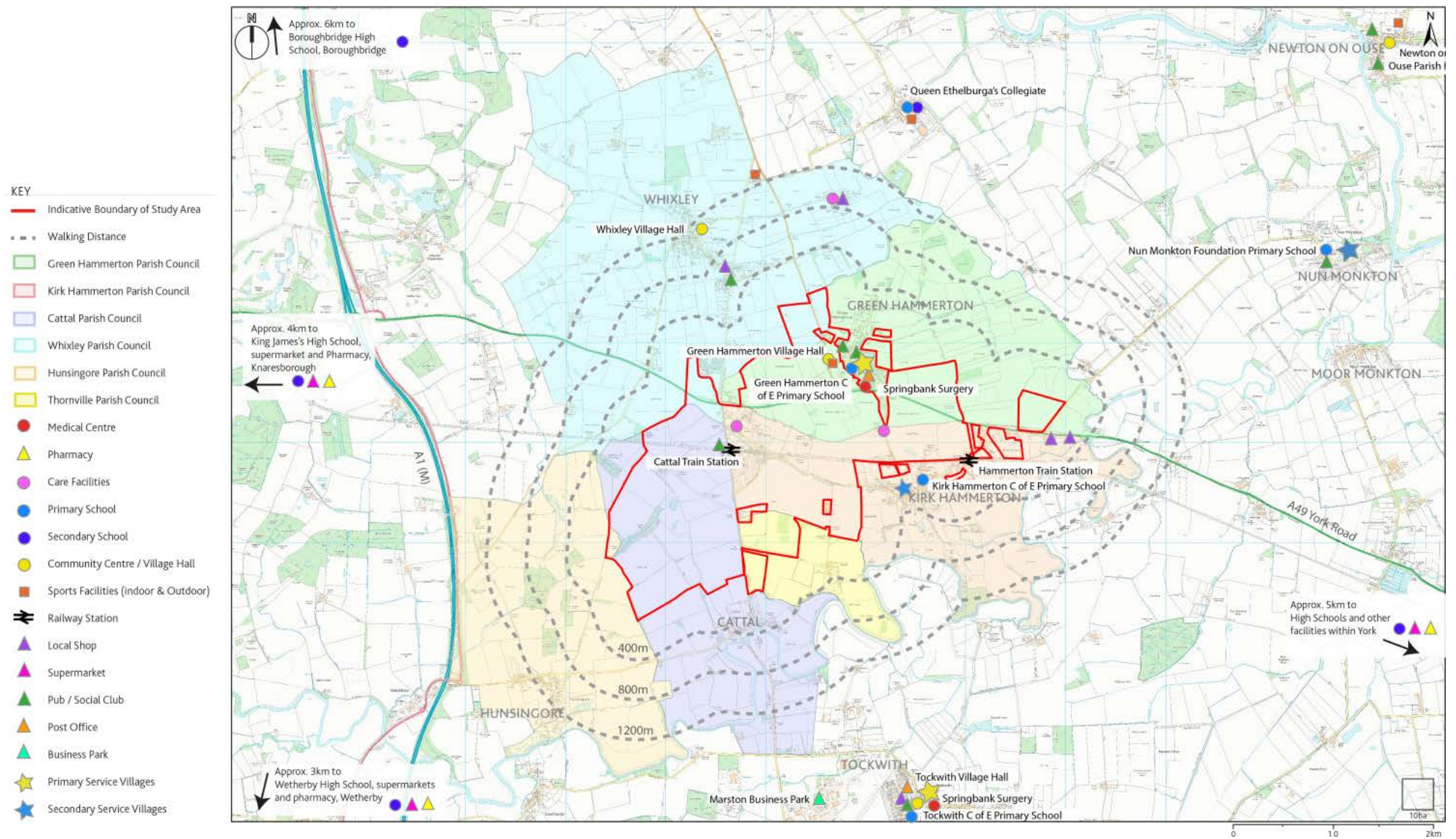
- **Income:** The proportion of the population experiencing deprivation relating to low income, including those individuals that are out-of-work and those that are in work.
- **Employment:** The proportion of the working-age population in an area involuntarily excluded from the labour market, including those who would like to work but are unable to do so due to unemployment, sickness / disability, or caring responsibilities.
- **Education, Skills and Training:** The lack of attainment and skills in the local population.
- **Health Deprivation and Disability:** The risk of premature death and the impairment of quality of life through poor physical or mental health. Morbidity, disability and premature mortality are also considered, excluding the aspects of behaviour or environment that may be predictive of future health deprivation.
- **Crime:** The risk of personal and material victimisation at local level.
- **Barriers to Housing and Services:** The physical and financial accessibility of housing and local services.
- **Living Environment:** The quality of the local environment, including the quality of housing stock, air quality and road traffic incidents.

Two indices, subsets of the Income deprivation domain, are also included:

- **Income Deprivation Affecting Children Index:** The proportion of all children aged 0 to 15 living in income deprived families.
- **Income Deprivation Affecting Older People Index:** The proportion of all those aged 60 or over who experience income deprivation.

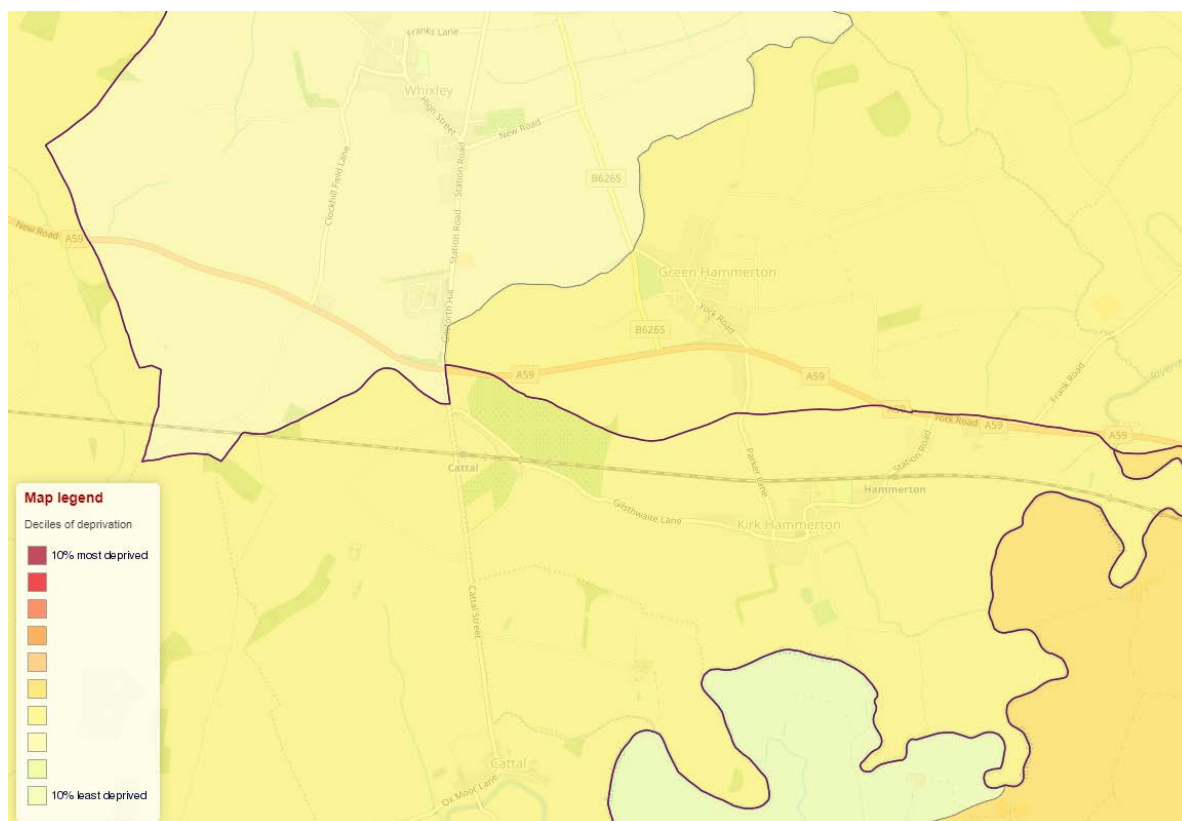
⁴⁶ Public Health England (2018) Harrogate Local Authority Health Profile 2018 [online] available at: <https://fingertips.phe.org.uk/profile/health-profiles>

Figure 10.1: Health and Wellbeing facilities within the vicinity of the New Settlement area (adopted from the Concept Framework Baseline Report)



- 10.2.4. As illustrated in Figure 10.2 below, most of the new settlement area falls within the 40% least deprived areas in England, with the northern parts of the site towards Whixley being amongst the 30% least deprived. As there is a strong correlation between deprivation and health, this complements the findings of the Health Profiles and suggests a higher than average level of health and wellbeing.

Figure 10.2: Indices of Multiple Deprivation 2015 in the area within and in the vicinity of the New Settlement area (Adopted from the MHCLG Indices of Multiple Deprivation 2015 Explorer)



- 10.2.5. Access to open space and green infrastructure is widely recognised to have a positive effect on the health of communities by encouraging and facilitating outdoor activity.
- 10.2.6. The new settlement area and wider vicinity includes several play areas, allotments and accessible green spaces. However, the new settlement area has inadequate access to outdoor sports facilities and parks.
- 10.2.7. Figure 10.3 below illustrates the extent and location of open space, green infrastructure and recreational facilities in the Green Hammerton / Cattal area.

Summary of future baseline

- 10.2.8. In the absence of further development, the predominant land use in the area would remain to be agricultural in nature. The existing community facilities would be anticipated to remain in use, but this is difficult to predict. It is unlikely that levels of deprivation would change substantially.
- 10.2.9. With any large-scale development, the demand for health and recreation facilities within the Green Hammerton / Cattal area would increase. Therefore, there would be a need to widen and enhance the choice and quality of facilities available to new and existing communities.

Figure 10.3: Green Infrastructure / lesiure facilities within the vicinity of the new settlement area (adopted from the Concept Framework Report, 2018)



10.3 Key headline issues

10.3.1. The key issues are as follows:

- Harrogate District has a broadly healthy population with higher than national average life expectancy.
- The Green Hammerton / Cattal area has lower than average levels of deprivation when compared to areas nationally.
- There are several health and recreational facilities within the vicinity of the new settlement area but there is inadequate access to outdoor sports facilities and parks.
- There would be a need for new health and recreational facilities to support population growth in the Green Hammerton / Cattal area, which is predominantly rural at present.

10.4 Scoping outcome

10.4.1. The SEA topic 'Health and Wellbeing' has been **SCOPED IN** to the SEA as the Plan has the potential to help tackle inequalities in access to quality green space and recreational facilities. There will also be a need to address future healthcare infrastructure

10.5 What are the SEA objectives and appraisal questions for the Health and Wellbeing SEA theme?

10.5.1. The SEA topic 'Health and Wellbeing' has been scoped in to the SEA. Table 10.1 presents the SEA objective and appraisal questions that will be used to assess the plan in relation to this theme.

Table 10.1: SEA Framework of objectives and assessment questions: Health and Wellbeing

SEA Objective	Supporting Questions
Protect and improve the health and wellbeing of residents by enhancing the quality and accessibility of open space, facilities for recreation and health.	Will the option/proposal help to: • Promote accessibility and availability to a range of leisure, health and community facilities, for all community groups? • Provide and enhance the provision of community access to green infrastructure, in accordance with Accessible Natural Greenspace Standards? • Improve access to local parks?

11. Transportation

Focus of theme:

- Transportation infrastructure;
- Traffic flow and congestion;
- Accessibility;
- Car ownership; and
- Travel to work;

11.1 Policy Context

- 11.1.1. The **NPPF** (2018) requires that '*transport issues should be considered from the earliest stages of plan-making*'. The scale, location and density of development should reflect '*opportunities from existing or proposed transport infrastructure*'. To help reduce congestion and emissions, and improve air quality and public health the planning system should focus significant development '*on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes*'. The Framework also requires that planning policies support an appropriate mix of uses across an area to further help reduce the need to travel as well as the provision of high quality walking and cycling network.
- 11.1.2. The **Transport for the North Strategic Transport Plan**⁴⁷ (2018) sets out a plan for transport infrastructure investment in the North of England with an aim of supporting economic growth through enhanced connectivity and higher productivity.
- 11.1.3. The **North Yorkshire Local Transport Plan**⁴⁸ (2016) sets out the council's priorities, plans and strategies for managing, maintaining and improving all aspects of the local transport system over the 30 year period. The objectives of the LTP include supporting economic growth, improve road and transport safety, improving access to services, managing adverse impacts of transport on the environment and promoting healthier travel opportunities.
- 11.1.4. The **Harrogate District Core Strategy** (2009) aims to integrate development and transport provision and locate development where it is accessible to key services and facilities and a range of transport modes. It also encourages public transport, walking and cycle routes provision and emphasises its importance in rural areas.

11.2 Baseline Summary

Summary of current baseline

- 11.1.5. The new settlement area is well served by the national highway network with the A59 York Road, that connects Harrogate with York and the A1(M), intersecting through the northern part of the area. A secondary road (B6265) connects the rest of the northern part of the New Settlement area to the A59 and several tertiary roads connect the southern part of the area to the strategic road.
- 11.1.6. A network of roads provides good interconnectivity within the new settlement area and to settlements nearby including Green Hammerton, Kirk Hammerton and Cattal. Both the A59 and the A1(M) are currently congested at peak times and do not have the capacity to accommodate significant housing growth in the Green Hammerton / Cattal area⁴⁹.

⁴⁷ Transport for the North (2018) Strategic Transport Plan [online] available at: <https://transportforthenorth.com/stp/>

⁴⁸ North Yorkshire county Council (2016) North Yorkshire Local Transport Plan 2016-2045 [online] available at: <https://www.northyorks.gov.uk/local-transport-plan>

⁴⁹ Harrogate Borough Council (2018) Green Hammerton / Cattal New Settlement Concept Framework – Transport and Movement Appendix.

11.1.7. Figure 11.1 below illustrates the transport infrastructure and Public Rights of Ways within and in the vicinity of the New Settlement area.

Figure 11.1: Transport Infrastructure and Public Right of Ways (adopted from the Concept Framework)



11.1.8. The new settlement area is served by two railway stations, Cattal and Hammerton stations, both along the Harrogate line that connects between Leeds with York.

11.1.9. Cattal station falls within the boundary of the broad new settlement area whereas Hammerton station falls immediately adjacent. Both stations generally benefit from an hourly eastbound service to York and a westbound service to Leeds. The frequencies of these services vary between peak and non-peak times.

11.1.10. Whilst trains may not be very frequent, journey times to a number of key destinations are within a convenient daily commute as evidenced in Table 11.1

Table 11.1: Typical rail journey times

	From Cattal	From Hammerton
Knaresborough	8 mins	11 mins
Harrogate	17 mins	20 mins
Leeds	54 mins	59 mins
York	24 mins	20 mins

- 11.1.11. A limited bus service, route 22/23, provides a 2 hourly service between York and Harrogate via Boroughbridge, Ripon and Knaresborough.
- 11.1.12. Whilst journey times to York (25 minutes) and Boroughbridge (27 minutes) are reasonable, journey times to Knaresborough (1 hour 42 minutes) and Harrogate (2 hours 4 minutes) are unattractive due to the services indirect routeing. However, the service provides access to many local destinations that are not accessible by rail or any other form of public transport, in particular Boroughbridge which provides secondary education.
- 11.1.13. Figure 11.2 illustrates how most of the new settlement area falls within reasonable catchment of either rail or bus services. However, it further demonstrates how much of the area has no convenient access to bus services.
- 11.1.14. As illustrated in Figure 11.1, there are several Public Right of Ways (PRoWs) surrounding and connecting within the new settlement area. The main footways within the new settlement area run east/ west along the railway line and the A59. A series of PRoWs further run north/south across the fields around the new settlement area.
- 11.1.15. According to Census data, local residents in the Green Hammerton / Cattal area are less likely to travel to work by sustainable modes of transport such as public transport (see Table 11.2) when compared with the national average.
- 11.1.16. A significantly greater proportion of people tend to work from home, which can be considered to be sustainable in that it avoids the need for transportation. However, this could also highlights the poor local transport access to employment.

Table 11.2: Methods of travel to work (Census 2011)

	Green Hammerton / Cattal area	England and Wales	Difference
Work mainly from home	15%	5.4%	9.6%
Underground, metro, light rail or tram	0.1%	3.9%	-3.8%
Train	2.7%	5.2%	-2.5%
Bus, minibus or coach	1%	7.3%	-6.3%
Taxi	0.2%	0.5%	-0.4%
Motocycle, scooter or moped	0.6%	0.8%	-0.2%
Driving a car or a van	67.5%	57.5%	9.9%
Passenger in a car or a van	3.8%	5.1%	-1.3%

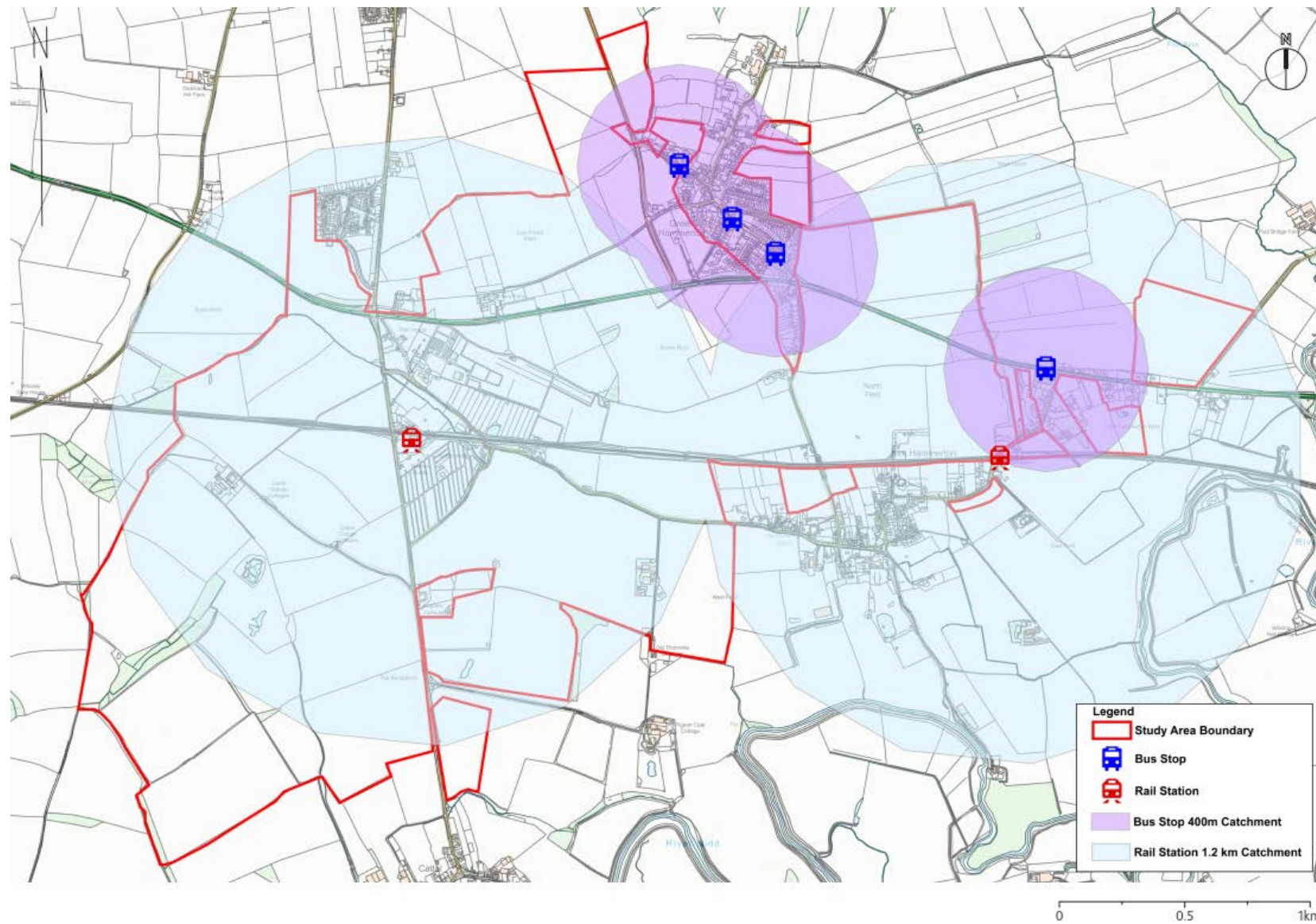
Bicycle	1.1%	2.9%	-1.8%
On foot	7.2%	10.7%	-3.5%
Other	0.8%	0.7%	0.1%

11.1.17. Due to the rural nature of the new settlement area and its vicinity, car parking and cycle infrastructure is minimal with the exception of facilities at the Cattal and Hammerton railway stations.

Summary of future baseline

11.1.18. The proposed allocation for housing and development in the emerging Local Plan for the Green Hammerton / Cattal area is likely to result in higher amounts of traffic along the A59. As the main thoroughfare does not have the capacity to accommodate additional road users during peak times, this will likely result in further congestion. However, a greater local population and subsequent demand for public transport will provide opportunities to increase bus and rail provision which should make these sustainable modes of transport more attractive and help reduce the current excessive car use.

Figure 11.2: Existing public transport accessibility catchments (adopted from the New Settlement Concept Framework)



11.3 Key headline issues

11.1.19. The key issues are as follows:

- The new settlement area is well served by the national highway network but may need to increase capacity to accommodate additional traffic as a result of substantial development in the Green Hammerton / Cattle area.
- The built up areas within the new settlement area are served by bus and rail with connections to York, Harrogate and Leeds.
- Local residents in the Green Hammerton / Cattal area are more likely to travel by car compared to the national average.

11.4 Scoping outcome

11.1.20. The SEA topic 'Transportation' has been **SCOPED IN** to the SEA, as large scale development in this area is likely to generate additional traffic and movement in the Green Hammerton / Cattal area.

11.5 What are the SEA objectives and appraisal questions for the Transportation SEA theme?

11.1.21. The SEA topic 'Transportation' has been scoped in to the SEA. Table 11.3 presents the SEA objective and appraisal questions that will be used to assess the plan in relation to this theme.

Table 11.3: SEA Framework of objectives and assessment questions: Transportation

SEA Objective	Supporting Questions
Reduce the need to travel and support modal shift to active and sustainable modes of travel such as walking, cycling and public transport.	Will the option/proposal help to: • Increase the range, availability and affordability of sustainable travel choices i.e. public transport, walking, cycling? • Improve road safety? • Promote sustainable patterns of land use and development that reduce the need to travel and reliance on the private car? • Enable transport infrastructure improvements?

12. Economy

Focus of theme:

- Rural economies;
- Employment land and opportunities; and
- Unemployment / economic activity.

12.1 Policy Context

12.1.1. The **NPPF** (2018) contains an economic objective to *'help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity'*.

12.1.2. It also requires that planning seeks to *'create the conditions in which businesses can invest, expand and adapt'* with policies required to *'to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment'*. Planning policies are also required specifically to address support for the rural economy.

12.1.3. The **Northern Powerhouse strategy**⁵⁰ (2016) sets out how the government will work with local stakeholders to increase productivity and economic growth across the North of England. It outlines a commitment by the government to invest in transport infrastructure, support the growth of skills, innovation and businesses and to establish a strong 'Northern Powerhouse' brand that is well recognised around the world.

12.1.4. The **Leeds City Region Enterprise Partnership Strategic Economic Plan**⁵¹ (2014) sets out targets for jobs growth and economic output in the City Region area and proposes a strategy for delivering this. It identifies four key priorities as follows:

- Unlocking the potential of businesses in key economic sectors;
- Making the most of a skilled and flexible workforce;
- A resource smart City Region; and
- Creating an environment for growth (through major cities, housing and transport).

12.1.5. The **York, North Yorkshire, and the East Riding Enterprise Partnership Strategic Economic Plan**⁵² (2014) sets out a vision for economic growth in the City Region area. It identifies five key priorities:

- Supporting the growth and innovation of small and micro businesses;
- Becoming a global leader in food manufacturing, agri-tech and bio-renewables
- Improving inspiration and skills amongst the local workforce
- Creating economically successful places; and
- A well-connected economy.

12.1.6. The **Harrogate District Economic Growth Strategy**⁵³ (2017-2035) aims to prioritise and support 'good growth' in the district, to achieve a sustainable and resilient economy by 2035 (*featuring new higher value jobs, an increase in Gross value added (GVA) and a boost in average workplace wages to at least the regional average*).

⁵⁰ HM Treasury (2016) Northern Powerhouse strategy [online] available at: <https://www.gov.uk/government/publications/northern-powerhouse-strategy>

⁵¹ Leeds City Region Enterprise Partnership (2014) Strategic Economic Plan [online] available at: http://investleedscityregion.com/system/files/uploaded_files/SEP-2016-FINAL.pdf

⁵² York, North Yorkshire, and the East Riding Enterprise Partnership (2014) Strategic Economic Plan available at: <https://www.businessinspiredgrowth.com/wp-content/uploads/2015/06/EUSIF-Strategic-Economic-Plan.pdf>

⁵³ Harrogate Borough Council Economic Growth Strategy 2017-2035 [online] available at: https://www.harrogate.gov.uk/downloads/file/2762/economic_growth_strategy_2017-2035

12.2 Baseline Summary

Summary of current baseline

- 12.2.1. As outlined in Table 12.1 below, the proportion of economically active population within Harrogate District exceeds that of the regional average and the average for Great Britain.
- 12.2.2. Further to this, there are a higher proportion of individuals who are in employment compared to regional (8.8% higher) and national (6.6% higher) averages. This is reflected in a greater proportion of employees and self-employed people.
- 12.2.3. Unemployed people make a significantly smaller proportion of the economically active population of Harrogate than those regionally and nationally.

Table 12.1: Employment and unemployment between April 2017 and March 2018 (ONS Annual Population Survey 2018)

	Harrogate (numbers)	Harrogate (%)	Yorkshire and Humber (%)	Great Britain (%)
Economically Active Total	75,200	83.9%	77.3%	78.4%
In Employment Total	75,900	80%	73.5%	75%
Employees	62,400	68.2%	63.8%	64%
Self Employed	13,200	11.4%	9.4%	10.6%
Unemployed	2,800	3.5%	4.8%	4.3%

- 12.2.4. With regards to the level of education and skills, Harrogate has a considerably larger proportion of people with higher levels of education (in particular NVQ3 and NVQ4) than the regional and national averages (see Table 12.2). Similarly, the proportion of economically active people with no qualifications make up around 5.6% compared to an average of 9.5% in Yorkshire and Humber and 7.7% nationally.

Table 12.2: Qualifications amongst economically active people in 2017 (ONS Annual Population Survey 2018)

	Harrogate (numbers)	Harrogate (%)	Yorkshire and Humber (%)	Great Britain (%)
NVQ4 and above	37,500	42.5%	33%	38.6%
NVQ3 and above	53,500	60.6%	52.3%	57.2%
NVQ2 and above	69,600	78.8%	71.1%	74.7%
NVQ1 and above	79,300	89.8%	83.4%	85.4%
Other Qualifications	4,100	4.6%	7%	6.9%
No Qualifications	4,900	5.6%	9.5%	7.7%

12.2.5. There are a range of businesses within and adjacent to the masterplan area including:

- Westfield farm – Crop / food production.
- Boutique shops.
- Post office and village shops.
- Home based crafts businesses.
- Johnsons of Whixley Commercial Nursery
- Public houses: The Bay Horse, Anchor Inn, The Victoria
- Taxis
- Car repairs
- Ainsty Farm Shop

Summary of future baseline

12.2.6. The Local Enterprise Partnership has strong ambitions to drive economic growth, including in rural areas. National and local planning policies also seek to support economic growth and diversification.

12.2.7. This is likely to lead to improved employment opportunities across the District. Growth in the new settlement area may also help to support a growing workforce.

12.2.8. The delivery of strategic transport plans should help to improve accessibility to new employment opportunities for residents of the District and the Green Hammerton / Cattal area.

12.2.9. A positive outlook is also anticipated for education and skills provision as facilities are upgraded, apprenticeship schemes are promoted and job opportunities are created.

12.3 Key headline issues

12.2.10. The key issues are identified as follows:

- The Harrogate District has a higher than average proportion of employed economically active people and individuals with higher levels of qualifications.
- The development of the new settlement area has the potential to support investment in the area, and provide accommodation for a growing workforce.
- Changes in land use could potentially affect rural economic activity.

12.4 Scoping outcome

12.2.11. Whilst the area is currently economically diverse and has no issues in regards to unemployment, the development will increase the population, therefore employment opportunities need to grow to meet the new demand. As a result, economy has been **SCOPED IN** to the SEA. This means that the plan will be assessed for its performance against economic objectives.

12.5 What are the SEA objectives and appraisal questions for the Economy SEA theme?

12.2.12. The SEA topic 'Economy' has been scoped in to the SEA. Table 12.3 presents the SEA objective and appraisal questions that will be used to assess the plan in relation to this theme.

Table 12.3: SEA Framework of objectives and assessment questions: Economy

SEA Objective	Supporting Questions
Support and maintain a strong and sustainable local economy	Will the option/proposal help to: • Support the local economy and provide access to employment opportunities? • Sustain high level of local education and skills by ensuring sufficient access and provision to local schools and education facilities?

13. Minerals and Waste

Focus of theme:

- Mineral resources (safeguarded areas);
- Waste and recycling rates; and
- Waste and recycling facilities.

13.1 Policy Context

- 13.1.1. The **NPPF** (2018) recognises the need for a '*sufficient supply of minerals to provide the infrastructure, buildings, energy and goods that the country needs*' and states that as '*minerals are a finite natural resource, and can only be worked where they are found, best use needs to be made of them to secure their long-term conservation*'. The Framework further emphasises the need to maintain supply. As part of its environmental objective, the Framework seeks to minimise waste and requires development to make sufficient provision for the management of waste.
- 13.1.2. The **National Planning Policy for Waste**⁵⁴ (2014) states that waste planning authorities '*should prepare Local Plans which identify sufficient opportunities to meet the identified needs of their area for the management of waste streams*'. It further sets out a criteria for waste planning authorities to assess the suitability of sites, this includes '*the capacity of existing and potential transport infrastructure to support the sustainable movement of waste, and products arising from resource recovery, seeking when practicable and beneficial to use modes other than road transport*'.
- 13.1.3. The **Waste Management Plan for England**⁵⁵ (2013) provides an analysis on waste management in England, bringing current and planned waste management policies together in one place.
- 13.1.4. The **North Yorkshire Minerals and Waste Joint Plan Publication Draft**⁵⁶ (2016) identifies the need for mineral extraction and waste management in the county. It sets out aims to delivering sustainable waste management, achieving the efficient use of mineral resources, optimising the spatial distribution of minerals and waste development and protecting and enhancing the environment.

13.2 Baseline Summary

Summary of current baseline

- 13.2.1. The geology of North Yorkshire is varied but contains extensive deposits of minerals with potential for use as aggregate. The following landbanks are associated with each aggregate⁵⁷:
- Sand and gravel has a landbank of 7.7 years.
 - The crushed rock landbank is between 25 and 30 years.
- 13.2.2. The superficial deposits in the new settlement area and its vicinity consist of a combination of sand and clay types, whereas the form of the bedrock is Sherwood Sandstone - Sandstone.

⁵⁴ MHCLG (2014) National Planning Policy for Waste [online] available at: <https://www.gov.uk/government/publications/national-planning-policy-for-waste>

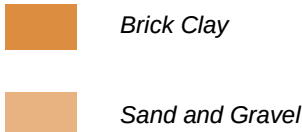
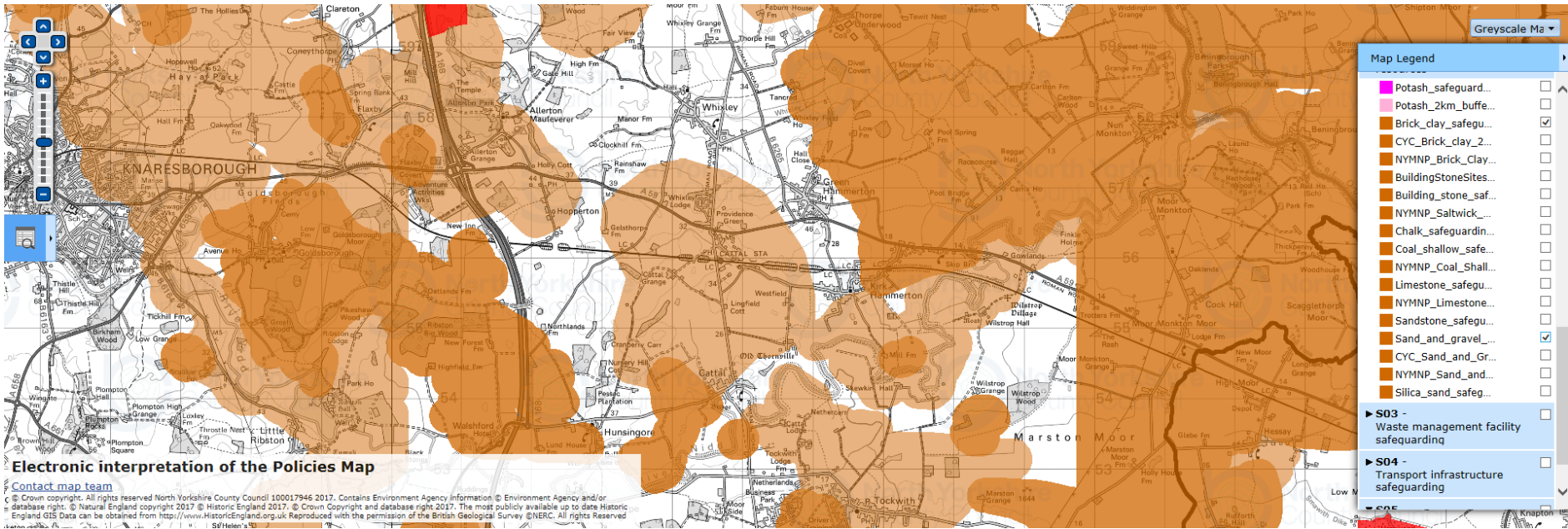
⁵⁵ Defra (2013) Waste Management Plan for England [online] available at: <https://www.gov.uk/government/publications/waste-management-plan-for-england>

⁵⁶ North Yorkshire County Council (2016) North Yorkshire Minerals and Waste Joint Plan Publication Draft [online] available at: <https://www.northyorks.gov.uk/minerals-and-waste-joint-plan-examination>

⁵⁷ North Yorkshire County Council (2013) Local Aggregate Assessment for the North Yorkshire Sub-region.

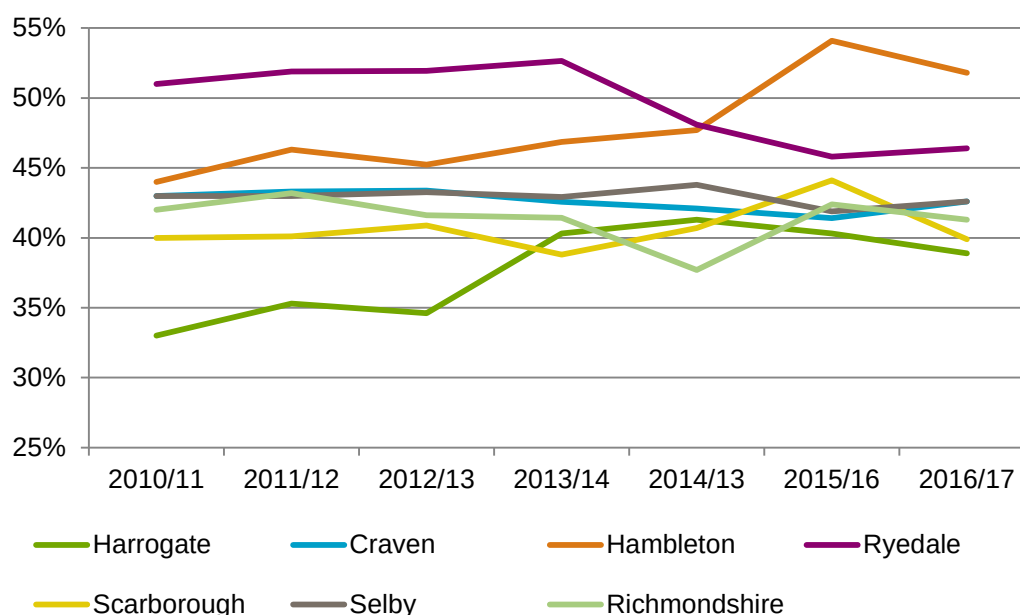
13.2.3. As illustrated in Figure 13.1, much of the Plan area falls within an area that is safeguarded for sand and gravel resources. A smaller part of the area is also identified as having potential brick clay resources.

Figure 13.1: Safeguarded Minerals Areas within proximity to the Plan area (Generated from North Yorkshire Council interactive policy map)



- 13.2.4. With regards to waste, North Yorkshire County Council aim to dispose of at least 50% of all household waste 'sustainably' by 2020, an increase from 46% in 2016⁵⁸.
- 13.2.5. The proportion of household waste sent to landfill in 2016 was 53%, it is anticipated that by 2020 at least 75% of household waste will be disposed in a more sustainable manner.
- 13.2.6. As illustrated in Figure 13.2 below, the recycling, composting and reuse rates in Harrogate District was considerably below the rates in Districts across North Yorkshire until 2013/14 when it rose to 41.3%, since the rate has gradually been declining with the latest results placing it at 38.9% (2016/17).

Figure 13.2: Percentage of total household waste recycled, composted or reused in the District areas of North Yorkshire between 2010 and 2017 (Source: WasteDataFlow)



- 13.2.7. Harrogate Borough Council operates a kerbside recycling scheme, collecting a range of recyclables including: paper, cardboard and cartons, mixed plastics, tins, cans and glass. This is collected on alternative fortnights to the fortnightly rubbish collection service for non-recyclables.
- 13.2.8. The nearest Household Waste Recycling Centre to the new settlement area is located at Tholthorpe (approximately 8.6 miles). This site accepts a wide range of materials as suitable for recycling.

Summary of future baseline

- 13.2.9. The adoption and implementation of the North Yorkshire Minerals and Waste Joint Plan should help secure adequate landbanks of minerals in the long term as well as identifying areas and infrastructure of importance for mineral safeguarding. .
- 13.2.10. Due to increasing pressures and incentives to improve recycling and composting rates, it is likely that recycling rates will continue to increase in the longer term (in spite of a temporary decline in recent years).
- 13.2.11. The opening of the Waste Recovery Park at Allerton along with other measures to reduce waste sent to landfill should considerably reduce the total amount of waste sent to landfill locally.

⁵⁸ North Yorkshire Minerals and Waste Joint Plan Publication Draft.

13.3 Key headline issues

13.2.12. The key issues are as follows:

- The North Yorkshire County area has sufficient landbanks of minerals.
- Household waste recycling rates are increasing but steadily in the Harrogate District.
- The closest Household Recycling Centre is at some distance from the new settlement area.

13.4 Scoping outcome

13.2.13. The topic of 'Waste' has been **SCOPED OUT** of the SEA. Though development at the scale involved will lead to the use of natural resources and the generation of wastes, this would be the case regardless of location. The effects of the masterplan are therefore not expected to be significant in the context of the baseline position

13.2.14. With regards to 'Minerals' much of the Plan area falls within areas that are Safeguarded for Sand and Gravel and / or Brick Clay (to a lesser extent). Therefore, there is potential for possible mineral resources to be sterilised. Conversely, development may offer the opportunity to extract minerals prior to construction. This topic has been **SCOPED-IN** to the SEA.

13.5 What are the SEA objectives and appraisal questions for the Minerals and Waste SEA theme?

13.2.15. The SEA topic 'Minerals' has been Scoped-In to the SEA. Table 13.1 presents the SEA objective and appraisal questions that will be used to assess the plan in relation to this theme.

Table 13.1: SEA Framework of objectives and assessment questions: Minerals

SEA Objective	Supporting Questions
Contribute to the effective management of mineral resources	Will the option/proposal help to: • Avoid the sterilisation of sand and gravel resources? • Avoid the sterilisation of brick clay resources? • Support the extraction of mineral resources where economically viable and technically feasible?

14. The SEA Framework and Methodologies

14.1 The SEA Framework

- 14.1.1. The SEA framework has been established through the identification of key issues and environmental objectives as part of the scoping exercise. This draws upon the baseline position and policy context that has been prepared for a range of SEA topics (as set out in Chapters 2-13).
- 14.1.2. The framework consists of a set of headline objectives and ancillary questions, which will be used to appraise the environmental effects of the draft Development Plan Document (and any reasonable alternatives).
- 14.1.3. Table 14.1 below outlines the full SEA Framework, which brings together the objectives and questions that have been set out at the end of each SEA topic chapter. The Framework focuses on those issues that have been identified as the most important to consider in the preparation of the Plan; but acknowledging the limited influence that the Plan can have in some areas.

Table 14.1: The SEA Framework

SEA Objective	Supporting Questions (Will the option/proposal help to:)
1. To protect, conserve and enhance air quality.	• Protect local air quality? • Minimise the contribution towards air quality issues in other parts of the district by reducing emissions from traffic?
2. Protect and enhance the function and connectivity of biodiversity habitats and species	• Support connections between habitats in the Green Hammerton / Cattal area? • Avoid any impacts on the Aubert Ings SSSI and the Kirk Deighton SAC? • Avoid the loss of hedgerows and compensate for their loss? • Achieve a net gain in biodiversity? • Support access to, interpretation and understanding of biodiversity? • Increase the resilience of biodiversity in the New Settlement area to the effects of climate change?
3. Support the resilience of the Green Hammerton / Cattal area to flood risk	• Improve green infrastructure networks in the plan area to support adaptation to the potential effects of climate change? • Sustainably manage surface water run-off, ensuring that the risk of flooding is not increased (either within the plan area or downstream) and where possible reduce flood risk? • Ensure the potential risks associated with climate change are considered through new development in the plan area?
4. Contribute to climate change mitigation	• Support the development of renewable and low carbon energy schemes?
5. Protect, enhance and manage the character, function and enjoyment of the historic environment	• Conserve, better reveal the significance and enhance heritage assets, their setting and the wider historic environment? • Contribute to better management of heritage assets? • Identify and protect / enhance features of local cultural importance? • Support access to, interpretation and understanding of the historic environment? • Support the protection and recording of archaeological features?

SEA Objective	Supporting Questions (Will the option/proposal help to:)
6. Ensure that development protects and complements important landscape features whilst retaining a rural character	• Conserve and enhance the character and quality of landscapes? • Contribute to better management of landscape assets? • Maintain areas of 'tranquility'? • Be mindful of 'dark skies'? • Support access to, interpretation and understanding of the surrounding landscape? • Improve linkages to open space and the countryside?
7. Minimise the avoidable loss of the most valuable soils and agricultural land	• Minimise the loss of the most valuable soils, where possible? • Compensate for the loss of productive agricultural land?
8. Protect and enhance the quality of watercourses, ground and surface water quality.	• Protect groundwater quality in the NVZ? • Minimise water consumption? • Reduce surface water pollution?
9. Provide everyone with the opportunity to live in good quality, affordable housing which meets the needs of occupiers throughout their life.	• Support the provision of a responsive range of house types and sizes to meet identified needs? • Provide quality and flexible homes that meet people's needs throughout their lives? • Enhance housing provision in existing communities?
10. Protect and improve the health and wellbeing of residents by enhancing the quality and accessibility of open space, facilities for recreation and health.	• Promote accessibility and availability to a range of leisure, health and community facilities, for all community groups? • Provide and enhance the provision of community access to green infrastructure, in accordance with Accessible Natural Greenspace Standards? • Improve access to local parks?
11. Reduce the need to travel and support modal shift to active and sustainable modes of travel such as walking, cycling and public transport.	• Increase the range, availability and affordability of sustainable travel choices i.e. public transport, walking, cycling? • Improve road safety? • Promote sustainable patterns of land use and development that reduce the need to travel and reliance on the private car? • Enable transport infrastructure improvements?
12. Support and maintain a strong and sustainable local economy	• Support the local economy and provide access to employment opportunities? • Avoid negative effects on existing businesses whilst improving opportunities for increased local spending? • Sustain high level of local education and skills by ensuring sufficient access and provision to local schools and education facilities? • Promote diversification of rural economies?
13. Contribute to the effective management of mineral resources	• Avoid the sterilisation of sand and gravel resources? • Avoid the sterilisation of brick clay resources? • Support the extraction of mineral resources where economically viable and technically feasible?

15. Next Steps

15.1 Subsequent stages for the SEA process

15.1.1. Scoping (the current stage) is the second stage in a six-stage SEA process:

- Screening (NPPG Stage A)
- Scoping (NPPG Stage B)
- Assess reasonable alternatives, with a view to informing preparation of the draft plan (NPPG Stage C)
- Assess the draft plan and prepare the Environmental Report with a view to informing consultation and plan finalisation (NPPG Stage D/E)
- Publish a 'statement' at the time of plan adoption in order to 'tell the story' of plan-making/SEA (and present 'measures decided concerning monitoring') (NPPG Stage F)

15.1.2. The next stage will involve appraising reasonable alternatives for the Plan. It is envisaged that this will be focused on a high-level appraisal of three broad concept options to understand the benefits and drawbacks of different forms of development within the new settlement area.

15.1.3. The findings of the appraisal of these alternatives will be fed back to the local planning authority so that they might be taken into account when preparing the draft plan.

15.2 Consultation on the Scoping Report

15.2.1. Public involvement through consultation is a key element of the SEA process. At this scoping stage, the SEA Regulations only require consultation with the three statutory bodies (*Environment Agency, Historic England and Natural England*).

15.2.2. However, it is beneficial to involve a wider range of stakeholders so that they may offer feedback on the proposed approaches, and provide complementary information that can help to refine the scope of the SEA.

15.2.3. All consultees are invited to comment on the content of this Scoping Report, in particular the evidence base for the SEA, the identified key issues and the proposed SEA Framework.

15.3 Download and viewing details

15.2.4. Comments on the Scoping Report should be sent to:

Ian McCluskey, *Principal Sustainability Consultant, AECOM Ltd, 4th Floor, Bridgewater House, Manchester, M1 6LT*

Email address: ian.mccluskey@aecom.com

15.2.5. All comments received on the Scoping Report will be reviewed and will influence the development of the SEA where appropriate.

16. Glossary

Best and Most Versatile Agricultural Land - Agricultural land is classified into five grades. Grade one is best quality and grade five is poorest quality. A number of consistent criteria are used for assessment which include climate (temperature, rainfall, aspect, exposure, frost risk), site (gradient, micro-relief, flood risk) and soil (depth, texture, stoniness). Any land that is classified as Grade 1, 2 or 3a is considered to be 'best and most versatile', which means it is capable of supporting a wider range of agricultural activities.

Index of Multiple Deprivation (IMD) – This is a measure of deprivation in England, for every local authority and super output area seven domains of deprivation are measured: (Income, Employment, Health deprivation and Disability, Education Skills and Training, Barriers to Housing and Services, Crime the Living Environment). This allows all 32,482 SOAs to be ranked according to how deprived they are relative to each other. This information is then brought together into one overall Index of Multiple Deprivation 2004.

LNR – Local Nature Reserves (LNRs) are for both people and wildlife. They are places with wildlife or geological features that are of special interest locally. They offer people special opportunities to study or learn about nature or simply to enjoy it.

NNR - Many of the finest sites in England for wildlife and geology are National Nature Reserves (NNR). There are currently 224 across the country and almost all are accessible and provide great opportunities for people to experience nature.

Objective – A statement of what is intended, specifying the desired direction of change in trends

Option - For the purposes of this report 'option' is synonymous with 'alternative' in the SEA Directive

Plan - For the purposes of the SEA Directive this is used to refer to all of the documents to which this guidance applies, including Development Plan Documents. Supplementary Planning Documents are not part of the statutory Development Plan but are required to have an SEA should there be potential for significant negative effects..

RAMSAR – Ramsar sites are wetlands of international importance designated under the Ramsar Convention.

Locally Important Geological Sites – LIGs are designated by locally developed criteria and are currently the most important designated sites for geology and geomorphology outside statutorily protected areas such as SSSIs.

SAC – Special Areas of Conservation (SACs) are strictly protected sites designated under the EC Habitats Directive. Article 3 of the Habitats Directive requires the establishment of a European network of important high-quality conservation sites that will make a significant contribution to conserving the 189 habitat types and 788 species identified in Annexes I and II of the Directive

Scheduled Monument - A 'nationally important' archaeological site or historic building, which is given protection against unauthorised change.

Scoping – The process of deciding the important issues and level of detail of a strategic environmental assessment.

Screening – The process of deciding whether a document requires an SEA.

SEA Directive – European Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment

SEA Regulations – The Environmental Assessment of Plans and Programmes Regulations 2004 (which transposed the European SEA Directive into UK law).

SPA – Special Protection Areas (SPAs) are strictly protected sites classified in accordance with Article 4 of the EC Birds Directive, which came into force in April 1979. They are classified for rare and vulnerable birds (as listed on Annex I of the Directive), and for regularly occurring migratory species.

SSSI – SSSIs are the country's very best wildlife and geological sites. They include some of our most spectacular and beautiful habitats - large wetlands teeming with waders and waterfowl, winding chalk rivers, gorse and heather-clad heathlands, flower-rich meadows, windswept shingle beaches and remote uplands moorland and peat bog.

Super Output Area (SOA) – SOAs are a new geographic hierarchy designed to improve the reporting of small area statistics in England and Wales. Three layer of SOA have been devised: Lower Layer - Minimum population 1000; mean 1500. Built from groups of SOAs (typically 4 to 6) and constrained by the boundaries of the Standard Table (ST) wards used for 2001 Census outputs. Middle Layer - Minimum population 5000; mean 7200. Built from groups of Lower Layer SOAs and constrained by the 2003 local authority boundaries used for 2001 Census outputs. Upper Layer - To be determined; minimum size c.25, 000.

Strategic Environmental Assessment (SEA) – An environmental assessment process that is applied to policies, plans and programmes. In the UK, SEA is used to refer to an environmental assessment in compliance with the 'SEA Directive'.

Sustainability Appraisal (SA) – A form of assessment which considers the economic, social and environmental effects of a plan, policy or programme. SA, as applied to Local Development Documents, incorporates the requirements of the SEA Directive.

Sustainability Issues – Important factors in an area including social, environmental and economic factors.

