

## Maltkiln New Settlement Development Plan Document (DPD) – Climate Change Policies

Policy NS3 requires “*Master planning should reflect the detailed strategies and assessments required by climate change policies in this DPD to support the delivery of net zero carbon by 2038 and deliver a climate resilient place*”.

The masterplan is intended to establish a spatial framework and design principles. Detailed strategies cannot be contained within the masterplan, rather it aligns with the overarching climate change policies to show how design principles enable future compliance.

Policy	Strategy	Text	Explanation
Policy NS5: Net Zero Carbon Movement and Active Travel	Net zero carbon movement strategy	<p>Proposals are required to be accompanied by a settlement-wide net zero carbon movement strategy to demonstrate that the new settlement will include all transport measures necessary to achieve net zero carbon movement and that net zero carbon movement is enabled from first occupation. This will include, but not be limited to, the following components:</p> <ul style="list-style-type: none"> <li>• Measures to ensure strategic movement between the settlement and key nodes beyond the site can be achieved by public transport;</li> <li>• Site-wide infrastructure will recognise and support the changing scope of mobility and demonstrate a walkable and connected 20-minute neighbourhood. It should be designed round the following sustainable hierarchy of road users, where by the development is highly permeable at the top of the hierarchy and more restricted at the bottom:           <ol style="list-style-type: none"> <li>1. Walking;</li> <li>2. Cycling/micromobility,</li> <li>3. Public transport.</li> <li>4. On-demand transport,</li> <li>5. Private vehicles;</li> </ol> </li> </ul>	<p>These measures are shown on the Public Transport Plan within the Masterplan Framework Document.</p> <p>The site is centred around Cattal station which will have active connections across the settlement via footways and cycleways. The station provides services to York and Leeds via Knaresborough and Harrogate.</p> <p>The site will deliver direct, frequent bus services that connect the settlement to key external destinations.</p> <p>Shown within section 4 of the Masterplan Framework document through the access and movement plans, pedestrian connections, recreational connections, cycle connections and public transport plans.</p>

	<ul style="list-style-type: none"> <li>The design of cycle infrastructure that meets the five core principles in Local Transport Note (LTN) 1/20 (or its successor) and achieves a minimum 70% and no critical fails on Cycle Level of Service (CLOS) and Junction Assessment Tool (JAT) assessments;</li> </ul>	This level of detail is for detailed design stage.
	<ul style="list-style-type: none"> <li>A settlement-wide Framework Travel Plan and subsidiary travel plans tailored to different character areas within the settlement that demonstrate how use of non-car infrastructure will be supported and encouraged in order to meet sustainable travel targets. Further requirements for travel plans are set out in policy NS30;</li> </ul>	Submission of a travel plan is for planning application stage.
	<ul style="list-style-type: none"> <li>A residential parking strategy showing how the design and delivery of Maltkiln will seek to achieve the ambition of a settlement where residential parking needs can be met by a car parking ratio of one space per home (or less). The strategy will provide levels in-line with Highway Authority standards unless it can be demonstrated that fewer spaces will be sufficient. Where provision of more than one space per home is proposed the strategy will: <ul style="list-style-type: none"> <li>Seek to deliver a maximum of one space per home on-plot, where possible, with further additional spaces predominantly unallocated and delivered off-plot to enable future re-allocation of the spaces to other uses if appropriate;</li> <li>Include measures with timescales to encourage reductions in parking demand to levels in-line with the ambition;</li> <li>Include mechanisms to monitor use of the additional off-plot spaces to inform periodic review of whether they continue to be needed;</li> <li>Where review has demonstrated additional off plot spaces are no longer required, ensure land is reallocated to non-car parking use;</li> <li>Further requirements for off-plot residential parking are set out in policy NS37;</li> </ul> </li> </ul>	Submission of a residential parking strategy is for the planning application stage.
	<ul style="list-style-type: none"> <li>All homes will include minimum 7kW smart electric vehicle charging on plot or within parking areas. Minimum 150kW charging infrastructure should be provided within the public realm or settlement centre, it should be positioned to be subservient to non-car modes and designed to avoid clutter in the public realm;</li> </ul>	Level of detail for the planning application stage. The Climate Change Document notes that all homes will have EV charging with

			fast charging provided at the local centre.
		<ul style="list-style-type: none"> <li>• A 'last mile' strategy to manage and co-ordinate the distribution of deliveries within the settlement. Land necessary to deliver the strategy, for example land for a centralised distribution hub, will be identified on the masterplan required by policy NS3; and</li> </ul>	The masterplan includes employment land parcels as well as mobility hubs through the site. A last mile strategy is detail for the planning application stage.
		<ul style="list-style-type: none"> <li>• Demonstration of how Sport England's Active Design Principles (or successor) have been incorporated.</li> </ul>	The masterplan includes land for a sports hub. The detailed design is for the planning application stage.
Policy NS6: Smart Settlement Strategy	Smart Settlement Strategy	Proposals are required to be accompanied by a smart settlement strategy that demonstrates:	The policy requires planning applications to be supported by a smart settlement strategy. The Climate Change document references the requirements for a smart settlement.
		<ul style="list-style-type: none"> <li>• How the broadband infrastructure necessary to enable very high capacity (at least 1Gbps) fibre systems to all buildings from first occupation will be provided;</li> </ul>	These matters will be secured through the outline planning application. It is not physically possible to show these through the masterplan.
		<ul style="list-style-type: none"> <li>• How broadband infrastructure will support the delivery of fibre capacity of 10 Gbps with low latency in future and be built in such a way as to facilitate upgrading to 100Gbps and beyond as technology allows;</li> </ul>	
		<ul style="list-style-type: none"> <li>• How broadband infrastructure will support multiple retail internet service providers to help ensure that broadband connectivity remains affordable for the occupiers of the buildings; and</li> </ul>	
		<ul style="list-style-type: none"> <li>• How all reasonable steps to facilitate delivery of the infrastructure necessary to provide site wide 5G (or greater) mobile connectivity from first occupation across all neighbourhoods will be taken.</li> </ul>	

		<p>Detailed proposals, including reserved matters applications, will also incorporate suitable building scale smart infrastructure.</p> <p>Unless updated by this policy, proposals are also required to meet the requirements of Local Plan Policy T15 or successor policies.</p>	<p>This requirement is for detailed applications.</p> <p>This requirement is for detailed applications.</p>
Policy NS7: Net Zero Carbon Energy Supply and Use	Net zero carbon energy strategy	<p>Proposals are required to be supported by a settlement-wide net zero carbon energy strategy which demonstrates the integration of heat, power and transport. The strategy will take account of reasonable projections of energy demand across development phases and demonstrate emissions reductions in line with the 2038 net zero target.</p> <p>The strategy is required to reduce greenhouse gas emissions in all buildings and infrastructure in operation and minimise both annual and peak energy demand in accordance with the energy hierarchy and:</p> <p><b>Be lean:</b> use less energy and manage energy demand during operation, including residual energy demand, including through use of passive design measures.</p> <p><b>Be clean:</b> generate and use energy efficiently, demonstrating how opportunities to supply and use energy efficiently and cleanly have been realised, including investigating the potential to exploit local energy resources including secondary heat (waste heat) from the Allerton Waste Recovery Park;</p> <p><b>Be green:</b> maximise production, storage and use of renewable and/or other low carbon energy. The Council recognises the need to maximise these opportunities at the new settlement on-site or, if not possible, near site, in pursuit of the 2038 net zero target. The Council will support proposals for net zero carbon energy generation (including energy storage) projects where they demonstrate that they contribute to meeting the needs of the new settlement, unless there is clear and demonstrable conflict with other development plan policies;</p> <p><b>Be smart:</b> enable the integration of energy systems with telecoms and electric vehicle infrastructure through compliance with policy NS6:Smart Settlement to help minimise peak energy demand;</p>	<p>The policy requires planning applications to be supported by a net-zero carbon energy strategy.</p> <p>Nevertheless, the Climate Change document sets out how the design will follow the principles of the energy hierarchy.</p> <p>The Climate Change document sets out that energy will be supplied via decentralised systems.</p> <p>The Climate Change document sets out that low and renewable sources will provide on-site energy generation, such as PV panels. Energy systems will integrate with other on-site infrastructure, including EV charging and telecoms.</p> <p>The Climate Change document sets out that peak energy demand</p>

			will be controlled through smart heating controls and metering.
		<p><b>Be seen:</b> monitor, verify and report on energy performance. Applicants will implement a recognised quality regime that ensures the 'as built' performance matches the calculated design performance of dwellings and buildings. Applicants will implement a recognised monitoring regime and will assess at least 10% of dwellings and 10% of other buildings once in the first five years following occupation. The quality and monitoring regimes will focus on performance in relation to energy use, carbon emissions, indoor air quality, and overheating risk. Results will be published.</p>	The Climate Change document sets out that post-occupancy monitoring will follow the BSRIA Soft Landings Framework, focusing on energy efficiency and the performance of community heat hubs.
		Applicants are required to consider delivering homes and buildings with built fabric carbon emission standards above the minimum standards expected to be required through Building Regulations at the time of construction. Prior to being mandated through Building Regulations, any building not designed to achieve the Future Homes or Future Building Standards should demonstrate how they achieve a minimum 20% reduction in carbon emissions relative to Building Regulations Part L requirements expected at the time of construction.	This requirement is set out in policy and is for detailed design.
		Proposals are required to meet, as a minimum, recognised sustainability standards for buildings set out in Local Plan Policy CC4 or successor policies.	This requirement is set out in policy and is for detailed design.
		Proposals will demonstrate how energy systems will be delivered and maintained in perpetuity; how approaches will ensure that systems, including any long-term management and/or maintenance arrangements, and energy is affordable for occupiers and users of buildings.	This requirement is set out in policy and is for detailed design.
Policy NS8: Embodied Carbon, Circular Economy and Life-cycle Emissions	Embodied Carbon, Circular Economy and Life-Cycle Emissions Strategy	Proposals are required to be accompanied by a settlement-wide embodied carbon, circular economy and life-cycle emissions strategy to demonstrate: <ul style="list-style-type: none"> <li>• Actions taken to reduce embodied carbon throughout the whole life-cycle of development;</li> <li>• Actions taken to maximise opportunities for re-use and the development of circular economies.</li> </ul> <p>Including:</p>	This part of the policy requires planning application to be accompanied by a settlement-wide embodied carbon, circular economy and life-cycle emissions strategy. This is a detailed strategy which cannot be shown through the Masterplan Framework Document. Nevertheless, the Climate Change

		<ul style="list-style-type: none"> <li>• Use of biobased construction materials, where appropriate, and investigation of actions to maximise their use, where feasible; and</li> <li>• Circular economy approaches that are based on a clear set of defined principles and inform development at all stages.</li> </ul>	<p>document sets out the broad principles.</p>
		<p>Detailed proposals, including reserved matters applications, are required to be accompanied by an embodied carbon, circular economy and life-cycle emissions strategy for each stage of development. The strategy will:</p> <ul style="list-style-type: none"> <li>• Respond to relevant elements of the settlement-wide strategy. This should be reviewed against latest best practice and delivery demonstrated, unless review indicates that alternative approaches delivering greater carbon savings should be followed and delivery of these are demonstrated instead;</li> <li>• Include a site-wide emissions audit and a whole life-cycle emissions assessment based on nationally recognised standard, such as BSEN15978, and methodology, such as RICS Whole Life Carbon Assessment for the Built Environment, or successors; and</li> <li>• Demonstrate how reductions in embodied emissions and use of resources will be maximised throughout the whole life-cycle of the buildings and/or infrastructure and how development will contribute to circular economies.</li> </ul>	<p>This part of the policy requires a strategy to be submitted with detailed applications.</p>
<p>Policy NS9: Supporting Inclusive Flexible Living and Working</p>	<p>Inclusive Flexible Living and Working Strategy</p>	<p>Proposals are required to be accompanied by a settlement-wide inclusive living and flexible working strategy which demonstrates how inclusive living and flexible working will be enabled through the design of homes and the provision of facilities and services. The strategy will seek to maximise opportunities for flexible working and include, but not be limited by the following:</p> <ul style="list-style-type: none"> <li>• A mix of house types, sizes and tenures that enable DPD housing policies (NS22, NS23, NS24, NS25) to be met.</li> <li>• Provision of flexible co-working spaces (including within use classes B and E) within the local centre, based on an assessment of likely demand. This will include identification of sufficient land on the site-wide masterplan to meet expected demand and accommodate future expansion. Demand should be reappraised at least every five years;</li> </ul>	<p>The policy requires that the settlement wide-inclusive living and flexible working strategy to be submitted with planning applications.</p> <p>The masterplan identifies residential areas and notes that a mix of homes will be delivered that satisfy local needs. The mix, sizes and tenures will be established at reserved matters stage.</p>

		<ul style="list-style-type: none"> <li>• Provision of retail, services and community facilities within the local centre, based on an assessment of likely demand. This will include identification of sufficient land on the site-wide masterplan to meet expected demand and accommodate future expansion. Demand should be reappraised at least every five years;</li> <li>• Measures that will be used to encourage smaller shops, flexible pop-up space, and facilities to support day-to-day living without needing to use a car.</li> </ul>	The masterplan identifies the location of the local centre which can accommodate flexible co-working spaces, retail, services and community facilities. The details are for reserved matters stage.
Policy NS10: Climate Resilience	Climate Resilience Strategy	<p>Proposals are required to be accompanied by a settlement-wide climate resilience strategy that identifies and addresses locally specific climate change impacts expected to arise under credible predictions of reasonable worse-case climate scenarios.</p> <p>The strategy will inform the development of the settlement-wide masterplan, green blue infrastructure strategies submitted for each development stage and any other relevant strategies submitted in support of proposals.</p> <p>The strategy will include measures to demonstrate that key impacts under reasonable worst-case scenarios will be addressed satisfactorily. This will include ensuring that: people and property are safe from flooding, buildings do not overheat, public spaces are pleasant places to be, and water use in buildings and the public realm is minimised. These measures will include:</p>	The policy requires a climate resilience strategy to be submitted with planning applications.
		<ul style="list-style-type: none"> <li>• Avoiding impermeable surface materials within the public and private realms, where possible.</li> </ul>	Surface materials cannot be shown through the masterplan and will form part of future planning applications.
		<ul style="list-style-type: none"> <li>• Measures to minimise the risk of overheating in buildings that follow the cooling hierarchy below:</li> </ul> <p>1. Minimise internal summer heat generation through efficient design;</p>	The Climate Change Strategy sets out that the cooling hierarchy will be applied to minimise overheating risk and overheating assessments will demonstrate compliance with Building Regulations Part O.

	<p>2. Reduce the amount of heat entering a building in summer through passive design, including the ability to retrofit solar shading to buildings;</p> <p>3. Manage heat in buildings through internal thermal mass and high ceilings;</p> <p>4. Passive ventilation, including avoiding single aspect properties;</p> <p>5. Mechanical ventilation;</p> <p>6. Active cooling systems using low carbon energy</p> <ul style="list-style-type: none"> <li>Integration of measures to demonstrate that infrastructure and open space and other areas within the public realm will not overheat and will remain safe and operational. These will include trees for shading including, where appropriate, tree lined streets and, where necessary, the use of building foundations that can accommodate the growth of large shade giving trees close to properties and infrastructure.</li> </ul>	
Policy NS11: Flood Risk and Drainage	<p>Proposals are required to achieve the following overarching requirements:</p> <p>a. Ensure that people and property are resilient to the impacts of flooding over the lifetime of the development through a strategy that avoids development on land at risk of flooding.</p>	<p>This will be demonstrated through Flood Risk Assessments accompanying planning applications. The Masterplan</p>

	<p>b. Not increase flood risk elsewhere, and use reasonable opportunities provided by the development to reduce the causes and impacts of flooding.</p>	<p>The design and development of proposals are required to be based on a detailed site-specific flood risk assessment.</p>	<p>Document shows the flood zones and overarching drainage strategy.</p>
		<p>The design and development of proposals are required to be in accordance with an approved drainage strategy that:</p> <ul style="list-style-type: none"> <li>(a) Is based on an acceptable flood risk assessment</li> <li>(b) Incorporates sustainable drainage systems discharging to one or more of the following in the order of priority shows, unless there is clear evidence this is inappropriate: discharge to the ground, discharge to a surface water body.</li> <li>(c) Is based on intrusive site investigations and percolating testing to the satisfaction of the lead local flood authority, North Yorkshire County Council, to determine the suitability of soakaways discharging to the ground</li> <li>(d) Where discharge to a surface water body is proposed, it should maintain the existing surface water regime and ensure that overland flows are integrated within the design as far as possible</li> <li>(e) Provides sufficient storage for surface water to accommodate the 1 in 100 year rainfall event plus appropriate allowances for both climate change and urban creep; and limits peak flow discharge rates to acceptable levels</li> <li>(f) Provides multifunctional benefits, where possible, including in relation to health and wellbeing, biodiversity and climate change resilience</li> <li>(g) Includes adequate whole-life management and maintenance arrangements and</li> <li>(h) Accords with relevant SUDs guidance produced by the lead local flood authority, North Yorkshire County Council, and the Environment Agency.</li> </ul>	<p>A detailed site specific flood risk assessment will be submitted at the planning application stage and is not for the masterplan.</p> <p>An approved drainage strategy is for the planning application stage. The Masterplan Document provides an indicative drainage strategy and location of SUDs.</p>
		<p>(a) No development on land within a current pre-development risk of surface water flooding or currently expected to be at risk as a result of climate change. These areas should remain undeveloped and be incorporated into the green blue infrastructure network and be used, where possible and appropriate, to locate additional surface water features that are safe and attractive and capable of contributing to storm water attenuation, in accordance with an approved drainage strategy.</p>	<p>The Masterplan Document shows flood zones 2 and 3 and how these areas are incorporated into the masterplan.</p>

		<ul style="list-style-type: none"> <li>(b) No development on land within a current pre-development risk of surface water flooding or currently expected to be at risk as a result of climate change. These areas should remain undeveloped and be incorporated into the green blue infrastructure network and be used, where possible and appropriate, to locate additional surface water features that are safe and attractive and capable of contributing to storm water attenuation, in accordance with an approved drainage strategy.</li> <li>(c) Ensure safe (ideally dry) access and egress routes are available at all times</li> <li>(d) Identifies the main components of a holistic approved drainage strategy for the whole settlement</li> <li>(e) Takes reasonable opportunities provided by the development and improvements in green blue infrastructure and other infrastructure to reduce the causes and impacts of flooding.</li> </ul>	<p>The Masterplan sets out an indicative drainage plan and location of SUDs areas.</p>
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