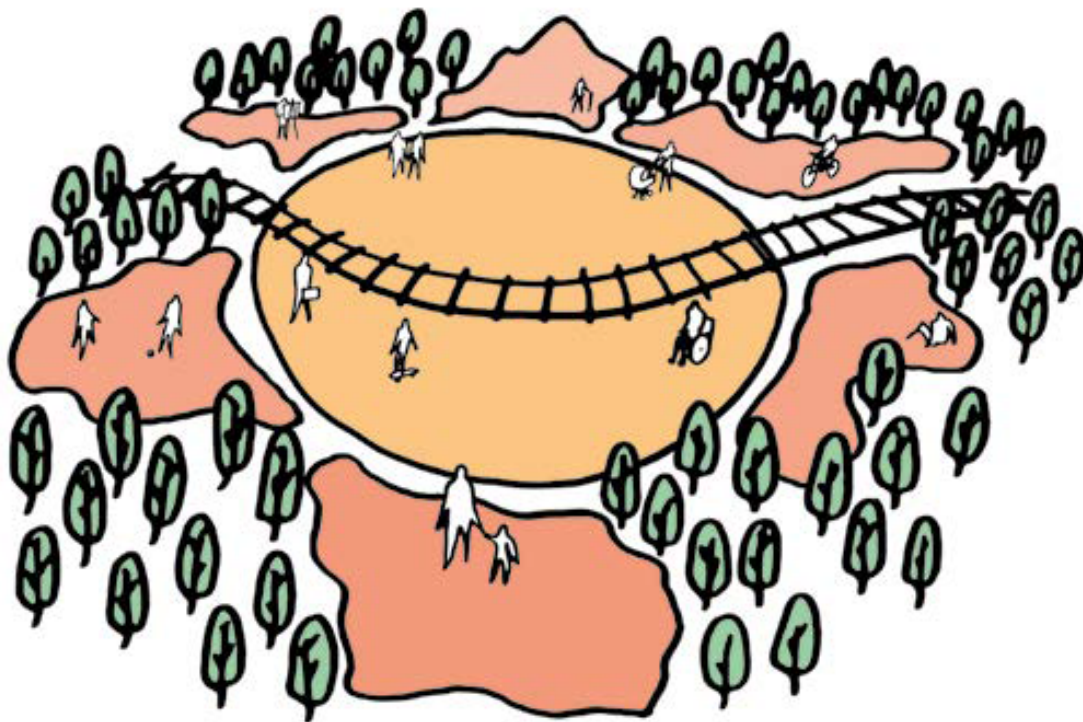


# New Settlement (Maltkiln) Development Plan Document (DPD)

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## Regulation 19 Pre-Submission Draft

October 2022

## Contents

<b>1 Introduction</b>	<b>4</b>
<b>2 Vision and Objectives</b>	<b>5</b>
<b>3 Site Context</b>	<b>8</b>
<b>4 Development Framework</b>	<b>10</b>
NS1: Development Framework	10
NS2: Strategic Green Gap	13
NS3: Master-Planning Design Principles	14
<b>5 Climate Change</b>	<b>16</b>
NS4: Net Zero Carbon by 2038	17
NS5: Net Zero Carbon Movement and Active Travel	19
NS6: Smart Settlement	22
NS7: Net Zero Carbon Energy Supply and Use	24
NS8: Embodied Carbon, Circular Economy and Life-cycle Emissions	28
NS9: Supporting Inclusive Flexible Living and Working	30
NS10: Climate Resilience	33
NS11: Flood Risk and Drainage	37
<b>6 Green and Blue Infrastructure</b>	<b>42</b>
NS12: Green and Blue Infrastructure	42
NS13: Biodiversity Net-Gain	45
NS14: Open Space and Sport Provision	47
NS15: Protecting Aubert Ings SSSI	49
<b>7 Heritage Assets</b>	<b>51</b>
NS16: Designated Heritage Assets - Kirk Hammerton Conservation Area, Old Thornville and Providence House	51
NS17: Designated Heritage Asset - Cattal Bridge	53
NS18: Designated Heritage Asset - Church of St John the Baptist, Hunsingore	54
NS19: Designated Heritage Asset - Milestone near Providence House	55
NS20: Archaeology	56
NS21: Non-Designated Heritage Assets	57
<b>8 Housing</b>	<b>58</b>
NS22: Housing Mix and Density	58
NS23: Affordable Housing	60
NS24: Specialist Housing	62
NS25: Self and Custom Build Housing	63
<b>9 Local Centre</b>	<b>65</b>
NS26: Local Centre	65
NS27: Employment	67
NS28: Education	68

## Contents

<b>NS29: Social and Community Facilities</b>	<b>70</b>
<b>10 Access and Movement</b>	<b>72</b>
<b>NS30: Sustainable Travel and Connectivity</b>	<b>72</b>
<b>NS31: Walking and Cycling</b>	<b>75</b>
<b>NS32: Cycle Parking and Storage</b>	<b>77</b>
<b>NS33: High Quality Public Transport - Rail Infrastructure</b>	<b>79</b>
<b>NS34: High Quality Public Transport - Bus Provision</b>	<b>81</b>
<b>NS35: Street Hierarchy</b>	<b>82</b>
<b>NS36: Highway Mitigation and Improvements</b>	<b>83</b>
<b>NS37: Minimising Car Usage</b>	<b>85</b>
<b>11 Delivery and Phasing</b>	<b>88</b>
<b>12 Monitoring Framework</b>	<b>95</b>

## Introduction

## 1 Introduction

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

## Vision and Objectives 2

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

### Vision

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

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

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

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

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

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

### Objectives

#### Design quality & local character

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

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

#### Village relationships

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

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

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

## 2 Vision and Objectives

### Sustainable travel

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

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

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

### Climate Change

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

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

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

### Facilities and Local Centre

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

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

### Landscape and open space

**Objective:** To create an accessible landscape framework that:

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

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

## Vision and Objectives 2

### Housing mix and neighbourhoods

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

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

### Deliverability

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

**Relevant policies:** NS3, NS22, NS26, NS28

### Jobs and skills

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

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

### Engagement and stewardship

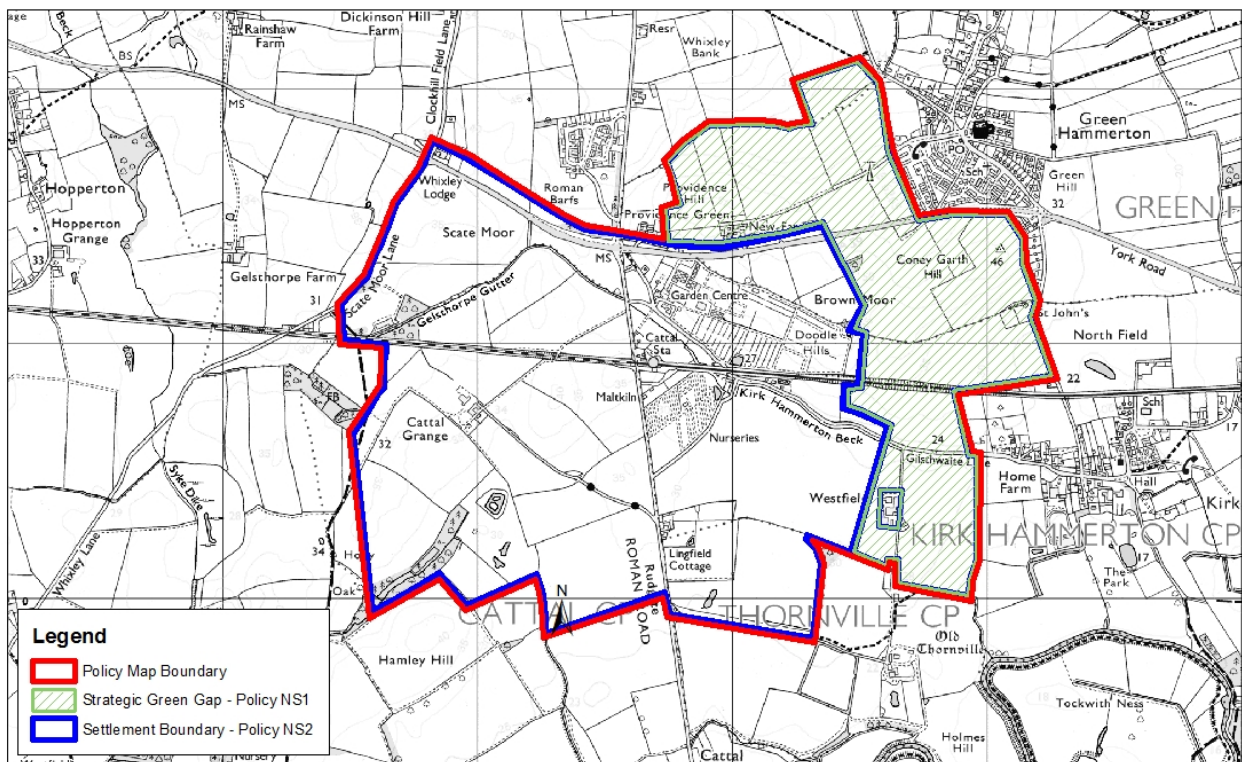
**Objective:** To provide long term involvement opportunities for growing local communities to guide place making and stewardship supported by effective governance.

**Relevant Policies:** NS9, NS10, NS12, NS26



### 3 Site Context

- 3.1** Maltkiln is situated on the York-Harrogate-Leeds railway line, offering excellent sustainable transport links to Harrogate, Knaresborough, York and Leeds. It is bounded by the A59 to the north and the A1(M) lies to the west.
- 3.2** The surrounding countryside is populated by villages of varying sizes, including Whixley to the north, Kirk Hammerton and Green Hammerton to the east and Cattal to the south. Each of these villages have a number of distinct characteristics and assets which the development of Maltkiln will respect.
- 3.3** The land within and surrounding Maltkiln currently consists mainly of arable and pasture farmland, with the River Nidd to the south running from the south-west to the north-east.
- 3.4** Johnsons Nursery, a successful local business, currently occupies a site on the north east of Maltkiln. The Nursery has identified a re-location site and is currently working to secure planning permission.



**Harrogate**  
BOROUGH COUNCIL

### Maltkiln Policy Map



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Figure 1

- 3.5** The National Planning Policy Framework (NPPF) requires land-use designations and allocations to be identified on a policies map. Planning Practice Guidance states that the policies map should illustrate geographically the policies in the plan and be reproduced from, or based on, an Ordnance Survey map. If the adoption of a Development Plan Document (such as the New Settlement DPD) would result in changes to a previously adopted policies map, when the plan is submitted for examination, an up to date submission policies map should also be submitted, showing how the adopted policies map would be changed as a result of the new plan. In accordance with the requirements above, this policies map sets out the proposed amendments from the adopted policies map for the Harrogate District Local Plan (2020).

## Guiding Principles

## 4 Development Framework

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

### NS1: Development Framework

#### Policy NS1: Development Framework

The settlement boundary for Maltkiln is shown on the Policy Map (Figure 1 ).

As a minimum, Maltkiln must provide:

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

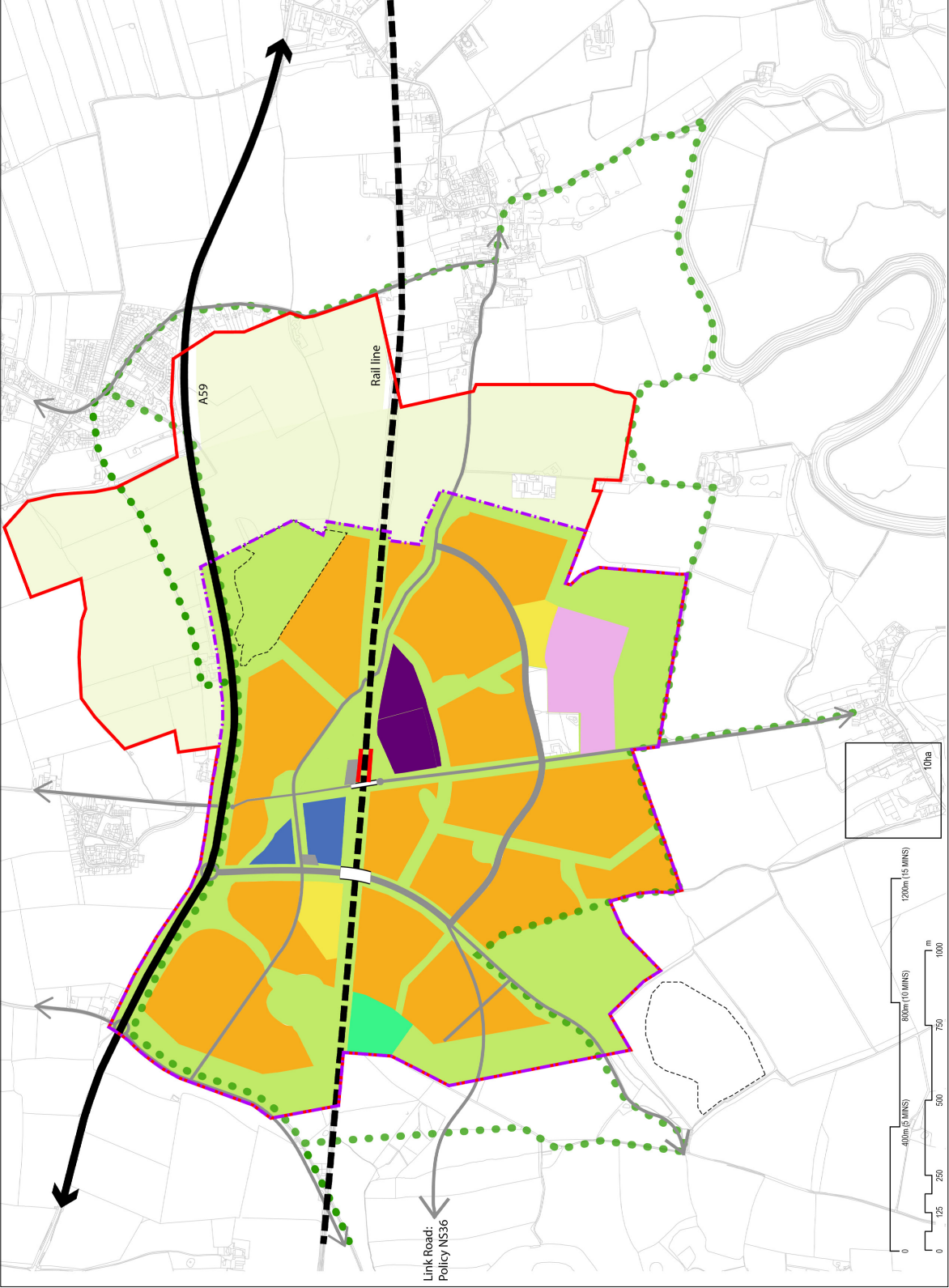
An indicative internal layout which includes the key land uses, land parcels and corridors is shown on the Development Framework (Figure 2 )












#### Justification

- 4.3** Policy DM4 of the Harrogate District Local Plan identifies land in the Green Hammerton/Cattal area as a broad location for growth during the plan period and beyond. The boundary, nature and form of the new settlement is established through this DPD and the masterplans produced at each detailed stage of planning application submission. Policy DM4 also outlines the principles and requirements for the design which are outlined in Policy NS1.
- 4.4** The DPD, and the Development Framework , seek to create a mixed-use settlement, where people have access to homes, a wide range of employment types, local services and facilities, public transport and open spaces. This mix of uses is focused around the Cattal rail station and the new local centre enabling the residents to benefit from key walking, cycling and public transport corridors.

## Development Framework 4

- 4.5** The settlement boundary of Maltkiln is shown on the Policy Map and within this boundary, it is expected that in line with Local Plan Policy DM4, at least 3000 homes and associated uses including employment, education, community, retail, health, leisure and green spaces will be developed.
- 4.6** Maltkiln will include around 5 hectares of employment land to provide a mix of employment uses including those in Use Classes E(c)/E(g)/B2 and B8. Provision should also be made for one local centre of a scale suitable to provide for a mix of services and facilities to meet the day to day needs of residents, including retail, primary health care, meeting places and other community needs and office uses.
- 4.7** It is expected that all the required pre-school and primary education educational needs will be met on-site. The education authority (North Yorkshire County Council) have identified the requirement for two primary school, one of which should be provided in an early phase of the development. The location of these are indicated on the Development Framework (Figure 2). With regards to secondary provision, the size of Maltkiln is not such that it will generate sufficient pupils to require the provision of a new secondary school; instead a financial contribution will be sought to facilitate the expansion of Boroughbridge High School on to land already allocated within the adopted Local Plan. However, Policy NS28 also safeguards land within Maltkiln adjacent to one of the primary schools for future secondary provision should this be required in the future.



- Key**
-  Policy boundary
  -  New settlement boundary
  -  Residential
  -  Employment
  -  Local Centre
  -  Primary School
  -  Secondary School
  -  Green Space/Open Space
  -  Sport Pitches
  -  Green Loop
  -  Strategic Green Gap

Land Use Framework

## Development Framework 4

### NS2: Strategic Green Gap

#### Policy NS2: Strategic Green Gap

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

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

Provision or improvements to public rights of way will be supported in this area.

#### Justification

- 4.8** The concept of a strategic gap is consistent with the NPPF, in that: "Strategic policies....should make sufficient provision for....conservation and enhancement of the natural built and historic environment, including landscapes and green infrastructure" (NPPF paragraph 20) and "Planning policies and decisions should contribute to and enhance the natural and local environment by ....protecting and enhancing valued landscape" (paragraph 170).
- 4.9** The maintenance of a strategic green gap on the eastern edge of the settlement is considered to be required for the following reasons:
- To protect the distinctive rural character of existing villages and ensure that there is no harm to the Kirk Hammerton or Green Hammerton Conservation Areas
  - To prevent coalescence between Maltkiln and Kirk Hammerton/Green Hammerton
  - To contribute to the achievement of Maltkiln's vision to be a vibrant new community in its own right, which provides new services and complements existing villages

## 4 Development Framework

### NS3: Master-Planning Design Principles

#### Policy NS3: Master-Planning Design Principles

A detailed master-plan must be produced for the new settlement in conjunction with the local community in accordance with the following design principles and informed by the Development Framework:

- A settlement that supports delivery of net zero by 2038 with design and layout informed by detailed strategies addressing emissions from buildings, transport, infrastructure and business uses during operation and throughout their life-cycles;
- A climate resilient place where water use is minimised and where, under reasonable worst-case scenarios, buildings do not overheat, public spaces remain pleasant places to be and people and property are safe from flooding;
- A mixed-use local centre should be located directly adjacent to Cattal railway station. Supported by footfall from local employment and high levels of home and hybrid working, the centre should form the 'heart of the community' providing a hub that meets the community's day-to-day needs with a mix of fine-grained employment uses, flexible co-working spaces, education, shops, community services and other facilities;
- The need to accommodate a centralised distribution hub as part of a last-mile strategy to manage and coordinate the distribution of deliveries within the settlement;
- The residential areas should be provided with accessible open space and green linkages connecting throughout the settlement providing soft buffers between neighbourhoods as well as enriching biodiversity, while providing accessible green spaces to residents;
- The proposed residential neighbourhoods should be developed at a range of densities in order to achieve a diverse mix of housing types and tenures;
- Areas at risk of river or surface water flooding now, or expected to be at risk in the future due to climate change, should be incorporated into the green blue infrastructure network;
- The need to identify the main components of an holistic approved strategy for the whole settlement;
- Sufficient high-quality accessible open space should be provided including the provision of parks and gardens, natural and semi-natural green space, outdoor sports facilities, amenity green space, provision for children and young people, allotments and community gardens etc. Sustainable drainage systems (SuDS) wetland will be integrated for water management, amenity and biodiversity, as part of green blue infrastructure;
- Existing site conditions such as the landscape topography should be used to create key vistas of the surrounding countryside. Landmarks and gateways should be adopted at prominent locations in order to make visual connections across the development and create a series of integrated neighbourhoods. This should include quality gateways to the north and south of Cattal Station;
- There should be a contextual use of edge treatments across the development. Some outer areas should adopt a soft rural edge to integrate sensitivity into the surrounding landscape, whilst other areas should show urban frontage and interact with key routes through the development;
- A number of integrated character areas that complement existing landscape and settlement features should be adopted to ensure that the new settlement is more than a single place;
- Layouts and design should minimise the need to use or own private vehicles by encouraging walking and cycling, enabling public transport- including bus provision along primary routes connecting the residential neighbourhoods to the local centre and strategic destinations, and recognising the changing scope of mobility to accommodate car clubs, on-demand travel and micro-mobility-such as scooters, cargo bikes and mobility vehicles;

## Development Framework 4

- Development that delivers walkable neighbourhoods and a 15 minute - a place where most day-to-day trips from residents' homes can be achieved on foot within 15 minutes;
- Legible walking and cycling routes providing safe and direct connections to key destinations within the settlement and beyond;
- Provision of a network of connected walking and cycling routes suitable for recreational trips of varying lengths that include connections to key open space within the settlement, the surrounding countryside and Green Hammerton, Kirk Hammerton and Cattal.

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

### Justification

- 4.10** Successful places are not just about the buildings, spaces and routes but also the diversity and distribution of uses that they facilitate.
- 4.11** The approach to masterplanning at the new settlement will not just be concerned with urban form but instead will seek to integrate a place making framework that will promote a distinct identity and strong sense of place. It aims to facilitate the creation of a cohesive community that sits comfortably within its context and is well integrated with the surrounding landscape and existing local settlements.
- 4.12** Maltkiln will allow for the provision of at least 3000 new homes which has potential for expansion. New housing will be delivered at various densities, sizes and tenures, including affordable housing as required by the Adopted Local Plan.
- 4.13** A new community of over 8000 residents will generate a need for new local facilities. These will be centered between transport networks and will be accommodated within land allocated to a local centre and employment zone. Further bordering the A59 to the north and a proposed arterial street to the west determines this location as the most central and passed through space within the development. This makes the area most appropriate for facilities and services to be located to heighten accessibility for locals and take advantage of passing trade.
- 4.14** These principles have been taken into consideration in designing the new settlement. The proposals also meet the requirements of Policy DM4, in that they deliver the necessary commercial, residential and community uses within the broad area for growth.
- 4.15** The Harrogate District Local Plan sets out the requirement for employment land to provide a mix of uses. This should include a strong element of E(c) and E(g) office space. This land will be accommodated within the local centre of the scheme in proximity to Cattal Station which is expected to increase attractiveness to the market.
- 4.16** The new settlement has a commitment to deliver educational facilities. The land use framework has provision for the allocation of two 420 place primary schools (one with future expansion land take allocated). The location of these are indicated on the Development Framework (Policy NS1). The size of Maltkiln is not such that it will generate sufficient pupils to require the provision of a new secondary school; instead a financial contribution will be sought to facilitate the expansion of Boroughbridge High School on to land already allocated within the adopted Local Plan. However, the DPD also safeguards land within Maltkiln adjacent to one of the primary schools for future secondary provision should this be required in the future.



## 5 Climate Change

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

### New Settlement Climate Change Strategy

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

<sup>2</sup> Harrogate Borough Council (2022): Carbon Reduction Strategy- Third Version

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

## Climate Change 5

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

### NS4: Net Zero Carbon by 2038

#### Policy NS4: Net Zero Carbon by 2038

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

#### Justification

- 5.14** Harrogate Borough Council takes the risks of climate change seriously and believes responses should be evidence based. The Council's Carbon Reduction Strategy<sup>(4)</sup> identifies the authority using its place-shaping powers to help achieve a net zero carbon economy by 2038. Although sooner than the national 2050 target, this local ambition is supported by research carried out by the Tyndall Centre and is broadly in-line with ambitions set by other North Yorkshire authorities and the Leeds City Region.

## 5 Climate Change

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

## NS5: Net Zero Carbon Movement and Active Travel

### Policy NS5: Net Zero Carbon Movement and Active Travel

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

- Measures to ensure strategic movement between the settlement and key nodes beyond the site can be achieved by public transport;
- Site-wide infrastructure will recognise and support the changing scope of mobility and demonstrate a connected 15 minute place. It should be designed around the following sustainable hierarchy of road users, whereby the development is highly permeable at the top of the hierarchy and more restricted at the bottom:
  1. Walking,
  2. Cycling/micromobility,
  3. Public transport,
  4. On-demand transport,
  5. Private vehicles;
- The design of cycle infrastructure that meets the five core principles in Local Transport Note (LTN) 1/20 (or its successor) and achieves a minimum 70% and no critical fails on Cycle Level of Service (CLOS) and Junction Assessment Tool (JAT) assessments;
- Settlement-wide and subsidiary travel plans tailored to different character areas within the settlement that respond to the needs of different demographic groups and demonstrate how use of non-car infrastructure will be supported and encouraged. Applicants will agree the character areas for different travel plans with the LPA. Travel plans should be reviewed and updated at least every five years in perpetuity;
- A car parking ratio of 1 space per home or less, unless applicants can demonstrate a clear car parking reduction strategy, including timescales, for how they will achieve the target if this is not achievable on first occupation. This strategy may include higher levels of provision in early years to avoid parking littering, but these should be largely unallocated spaces which can be reallocated to other uses over time in line with monitoring and review at least every five years in perpetuity;
- All homes should 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;
- A distribution hub and proposals to manage last-mile deliveries within the settlement. Land will be allocated in the masterplan to serve these purposes; and
- Demonstration of how Sport England's Active Design Principles (or successor) have been incorporated.

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

Planning conditions and Section 106 agreements will be used to ensure the infrastructure and service provision consistent with the strategy is in place from first occupation, and that it will be operated in perpetuity.

## 5 Climate Change

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

### Justification

- 5.21** This policy seeks to secure the climate change priority of net zero carbon movement and active travel and the accompanying ambitions set out in the New Settlement Climate Change Strategy<sup>(6)</sup>.
- 5.22** Research by the Tyndall Centre shows that transport emissions in the Harrogate district will need to be reduced by 80% by 2030 in order to meet the Council's net zero carbon by 2038 ambition. Given the expected timescales for delivery it will be necessary for the new settlement to enable net zero carbon travel from the outset to contribute to meeting this aim.
- 5.23** Net zero carbon travel will require provision for ultra low emission vehicles (ULEVs), however, the Tyndall Centre research identifies that switching to ULEVs will only account for just over half of the emissions reductions required by 2030, therefore, reductions must also be achieved through reducing the need to travel and modal shift to active travel and public transport.
- 5.24** As such the new settlement will need to provide means to ensure that walking and cycling become the preferred choice for most internal journeys, including effective master-planning and the provision of high-quality infrastructure. These steps will need to be complemented by delivery of a place where the need to travel is reduced through, for example, the provision of local employment, services and facilities, including opportunities to work from home, within the settlement.
- 5.25** In support of the Climate Change Act, the government's Net Zero Strategy<sup>(7)</sup> and Decarbonising Transport plan<sup>(8)</sup>, paragraphs 104 and 105 of the National Planning Policy Framework (NPPF) (2021), and the Council's Carbon Reduction Strategy, a settlement-wide net zero carbon movement strategy is required to demonstrate that the new settlement will include all transport measures necessary to achieve net zero carbon movement and that net carbon zero movement is enabled from first occupation.
- 5.26** The strategy will include but not be limited to the following components:
- **Strategic movement** between the settlement and key nodes (to be agreed with the LPA) to prioritise public transport, car clubs and on-demand travel services over private cars, and provision of associated services and digital information.
  - **Site-wide movement** that recognises the changing scope of mobility, including provision of car clubs and on-demand travel, micro-mobility (such as scooters, cargo bikes and mobility vehicles) and electrification.
- 5.27** The strategy will need to demonstrate:
- A hierarchy of road users: walking; cycling/micromobility; public transport; on-demand transport; and private vehicles. It should demonstrate a connected 15 minute place that is highly permeable at the top of this hierarchy and more restricted at the bottom. In the context of the new settlement a 15 minute place is one where most daily trips can be made by foot from residents' homes. The purpose is to create walkable neighbourhoods. This should be tested in the masterplan and be based on actual routes and not 'as the crow flies';

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

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

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

## Climate Change 5

- Cycle infrastructure that meets the 5 Core Principles in Local Transport Note (LTN) 1/20 (or its successor): coherent, direct, safe, comfortable and attractive. The design of infrastructure should follow the guidance provided and achieve a minimum 70% on Cycle Level of Service (CLOS) and Junction Assessment Tool (JAT) assessments. Where government funding for cycle infrastructure is available, eligible schemes are expected to provide infrastructure to this standard;
- How high levels of cycle parking can be achieved (informed by LTN 1/20 standards, or its successor) and how regular monitoring of use will take place via travel plan reviews;
- Locations and design of secure cycle shelters within the public realm, including next to homes, on-street and in the settlement centre;
- Digital information and wayfinding across the settlement;
- Locations of mobility hubs, car club spaces, electric vehicle charging;
- How streets will accommodate access for pick-up/drop-off and loading without being dominated by parking;
- How use of non-car infrastructure will be supported and encouraged across all parts of the settlement and in response to the needs of different demographic groups through travel plans tailored to each character area within the settlement;
- Measures to achieve a car parking ratio ambition of 1 space per home or less. It is recognised that higher levels of provision may be necessary in early years to avoid car-littering and ensure a high-quality environment. However, the majority of spaces should be unallocated, with ownership vested in an appropriate stewardship vehicle, so that spaces can be reallocated over time if evidence of changing demand is revealed. Regular monitoring of their use through remote or traditional surveys, supported by provision of non-car infrastructure and services, and targeted travel plans to facilitate modal shift should enable this to happen.
- Provision of electric vehicle charging infrastructure that is subservient to non-car modes and designed to avoid clutter in the public realm:
  - All homes/private parking areas should have minimum 7kW (ideally higher) smart charging;
  - The settlement should have provision for ultra-fast charging (150kW or higher); and
  - Consideration should be given to the Council's Ultra Low Emissions Vehicle Strategy or its successor.
- A last-mile strategy to coordinate distribution of deliveries within the settlement. This should include allocation of a centralised distribution hub (use class B8) with onward deliveries made by foot, cargo-bikes or micro mobility as well as electric vehicles. The settlement centre should include provision of drop off and collection facilities.
- How Sport England's 10 Principles of Active Design have been incorporated to influence master-planning and infrastructure provision to ensure that active travel is embedded in the place;

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

## 5 Climate Change

### NS6: Smart Settlement

#### Policy NS6: Smart Settlement

Proposals will demonstrate:

- How very high capacity (at least 1Gbps) fibre broadband systems will be made available to all buildings from first occupation;
- How the new settlement infrastructure will support the ability to upgrade fibre capacity to at least 100 Gbps with low latency in future; and
- That site-wide 5G connectivity (or greater) will be available from first occupation across all neighbourhoods.

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

#### Justification

- 5.29** Very high capacity telecommunications systems will be an essential piece of climate change infrastructure in the new settlement, integral to the effectiveness of the transport, energy, and water systems and to enabling flexible living and working. As such, this policy contributes to securing all four of the climate change priorities set out in the New Settlement Climate Change Strategy<sup>(9)</sup>
- 5.30** Net zero carbon movement will require telecoms to support internet connected travel, including travel planning, and the growth in ride sharing, car clubs and access to shared vehicles. Internet connected systems will also be important for monitoring modal split within the settlement and the changing demand for road space and car parking facilities.
- 5.31** Net zero carbon energy systems will require telecoms to balance supply and demand, and reduce peak demand as the increased use of electricity for transport and heating alongside traditional power needs suggests potential electricity grid constraints and a greater need for decentralised zero carbon energy.
- 5.32** The electrification of transport and decentralisation of energy means that the priorities of zero carbon movement and zero carbon energy are becoming increasingly integrated. The use of batteries at a settlement scale and/or at individual properties, and vehicle to battery technology, may play important roles alongside renewable energy generation in reducing demand from the grid. As such a net zero carbon energy system is likely to be complex and dependent on large quantities of data to manage variations in supply and demand.
- 5.33** With access to real time data, enabled by high capacity telecoms, residents would be able to manage their energy use and purchase power when it is more readily available and cheaper. These telecoms would also be necessary to support occupiers using home batteries and batteries in electric vehicles to trade energy, charging when demand and prices are low and selling when the reverse is true.
- 5.34** Inclusive flexible living and working will require telecoms to support greater numbers of people to work flexibly away from traditional business premises for at least some of the time, either at home or at co-working or multifunctional spaces away from home. Climate resilience will also require telecoms to monitor the performance of internet connected water management systems through the supply of real time data.

## Climate Change 5

- 5.35** As demonstrated internet connected transport, parking, energy systems, homes, business, facilities and infrastructure will be essential in a net zero carbon and climate resilient settlement in which people can live and work flexibly. However a smart settlement also needs to enable residents, businesses and service providers to take full advantage of them. This includes the potential for energy trading, as discussed above, but also for wayfinding and identification of parking, as well as improving waste management services.
- 5.36** As very high capacity telecommunications are necessary to secure each of the climate change priorities, the provision of high-capacity upload and download speeds throughout the settlement will be required from first occupation.
- 5.37** In support of the approach, detailed proposals will incorporate suitable building-scale smart infrastructure, such as smart energy and water meters that can provide real-time usage and cost information to occupants and suppliers, and the telecoms equipment necessary to enable these.



## 5 Climate Change

### NS7: Net Zero Carbon Energy Supply and Use

#### Policy NS7: Net Zero Carbon Energy Supply and Use

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

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

1. **Be lean:** use less energy and manage energy demand during operation, including residual energy demand, including through use of passive design measures.
2. **Be clean:** generate and use energy efficiently, demonstrating how opportunities to supply and use energy efficiently and cleanly have been realised, including exploring potential to exploit local energy resources- such as secondary heat;
3. **Be green:** maximise production, storage and use of renewable energy. The Council recognises the need to maximise these opportunities at the new settlement on-site or, if not possible, near site, in pursuit of the 2038 net zero target. The Council will support proposals for net zero carbon energy generation (including energy storage) projects where they demonstrate that they contribute to meeting the needs of the new settlement, unless there is clear and demonstrable conflict with other development plan policies;
4. **Be smart:** demonstrate that energy systems can be integrated with telecoms and electric vehicle infrastructure to minimise peak energy demand;
5. **Be seen:** monitor, verify and report on energy performance. Applicants will implement a recognised quality regime that ensures the 'as built' performance matches the calculated design performance of dwellings and buildings. Applicants will implement a recognised monitoring regime and will assess at least 30% of dwellings and 30% of other buildings at least every five years following occupation. The quality and monitoring regimes will focus on performance in relation to energy use, carbon emissions, indoor air quality, and overheating risk. Results will be published.

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

Proposals 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.

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

#### Justification

- 5.38** This policy seeks to secure the climate change priority of net zero carbon energy supply and use and the accompanying ambitions set out in the New Settlement Climate Change Strategy<sup>(10)</sup>

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

## Climate Change 5

- 5.39** The energy used in buildings and supplied to the development will be a key part of achieving net zero carbon by 2038. The policy drive comes from the Government's Green Industrial Revolution <sup>(11)</sup>, Net Zero Strategy <sup>(12)</sup>, British Energy Security Strategy <sup>(13)</sup> and paragraphs 152, 155 and 16 of the National Planning Policy Framework (NPPF) (2021), and the Council's Carbon Reduction Strategy. The Committee on Climate Change's Progress Reports conclude there are clear economic, social, and environmental benefits from immediate investments in low carbon and climate resilient infrastructure.
- 5.40** Proposed changes to the Building Regulations regime through the Future Homes Standard and Future Building Standard mean that gas will no longer be used to heat new buildings from 2025. In its place it is expected that electricity will power heating systems. At the same time, vehicles will increasingly be powered by batteries. While the government's ambition is that the UK electricity grid will be fully decarbonised by the mid 2030s, with electricity providing the energy needed for heating, transport as well as power, it is expected that electricity demand will grow and this will have major implications for the ability and cost of connecting large-scale developments, such as the new settlement, to the electricity grid.
- 5.41** As such it will be necessary for applicants to consider how energy needs will be met and it is expected that, unlike developments of the past, more of the necessary energy infrastructure will need to be delivered within the new settlement itself.
- 5.42** Proposals should, therefore, be accompanied by a settlement-wide net zero carbon energy strategy which demonstrates the integration of heat, power and transport. The strategy should take account of reasonable projections of energy demand across development phases and demonstrate emissions reductions in-line with the 2038 net zero target.
- 5.43** In developing the strategy a range of scenarios and technologies should be tested and the strategy should be in-line with anticipated policy, including the Future Homes and Future Buildings Standards, trends towards decentralisation of energy supply and the growth in ultra low emission vehicles (ULEVs). The strategy should also take advantage of site opportunities to support the local electricity grid and deliver a high-quality place, provide sufficient development viability to ensure delivery whilst also ensuring affordability for occupiers in both the short and long term.
- 5.44** The strategy should influence the development of the detailed settlement-wide master-plan, including in relation to land uses, site layout and density, infrastructure provision and building standards. Detailed applications, including reserved matters applications, will need to demonstrate how they comply with the strategy.
- 5.45** The strategy should reduce greenhouse gas emissions and minimise both annual and peak energy demand in-line with the energy hierarchy. Emission reductions should firstly be secured by reducing the need for electricity. The design and layout of development should incorporate passive design measures to reduce the need for power and be informed by the National Model Design Code guidance on passive design, form, microclimate and orientation.
- 5.46** Nearly half of UK annual carbon emissions are attributable to buildings. Beyond passive design measures emissions from buildings can be reduced through buildings that use power more efficiently as a result of higher-quality construction methods and greater levels of insulation.
- 5.47** Medium term regulatory change (prior to first occupation of the development) is expected to limit the extent to which planning policy can require building standards higher than those required through the Future Homes and Future Buildings Standards. Therefore this policy

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

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

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

## 5 Climate Change

focuses on building on these regulations to decarbonise the residual emissions after opportunities for demand reduction have been maximised. Nevertheless the policy also requires applicants to consider the use of higher standards, such as the Passive House Institute's Passive House standard, in order to reduce energy use and increase energy efficiency as part of the overall net zero carbon energy strategy.

- 5.48** While the Future Homes and Future Buildings Standards will secure more efficient development, initially emitting around 80% less carbon<sup>(14)</sup> and becoming net zero on decarbonisation of the grid, it is likely that the residual energy demand of these buildings will still be significant. Reducing the energy demand of homes by building to the Passive House standard would reduce the overall energy needs of the settlement and contribute to a net zero carbon energy system whilst also reducing the likelihood of needing expensive upgrades to the electricity grid.
- 5.49** Building to this standard may cost more than the baseline cost of constructing a home to the Future Homes Standard. However, research by the Passivhaus Trust<sup>(15)</sup> suggests that building to higher standards, such as Passive House which sets a heat demand target of <math><15\text{kWh/m}^2/\text{year}</math>, can cost only modestly more than a typical property.
- 5.50** The Council encourages applicants to adopt the highest possible building standards in order to help avoid locking the settlement into expensive higher-emissions infrastructure. At the same time buildings with lower heating demands will be more affordable for occupiers due to lower energy bills. It is considered that this approach reduces the risk of investing in hard infrastructure that may become obsolete or unaffordable for occupiers over the lifetime of the scheme.
- 5.51** Renewable energy will play a vital role in the net zero carbon energy strategy. Proposals for the production, storage and use of renewable energy on-site, or if not possible, off-site, that contribute to the energy needs of the new settlement will be supported unless there is clear and demonstrable conflict with other development plan policies<sup>(16)</sup>. Consideration of potential impacts will take account of the benefits of maximising local renewable energy and the ambition of a district-wide net zero carbon economy by 2038.
- 5.52** The difference between the anticipated and actual performance of buildings is known as the 'performance gap'. According to the UK Green Building Council<sup>(17)</sup> various studies have found that in-use energy consumption can be two to five times higher than compliance calculations carried out at the design stage would suggest. Therefore ensuring that buildings perform as designed in order to reduce any performance gap will be essential part of meeting carbon reduction commitments, however, there are currently no proposals to address these issues through the Building Regulations regime.
- 5.53** To reduce the performance gap and ensure the 'as built' performance in relation to energy use, carbon emissions, indoor air quality, and overheating risk matches the calculated design performance of dwellings and buildings, applicants will implement a recognised quality regime, such as, the 'soft landings' approach set out in the Soft Landings Framework (BG 54/2018) produced by the Building Services Research and Information Association (BSRIA), or successor documents.

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

15 Passivhaus Trust (2019): Passivhaus Construction Costs

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

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

## Climate Change 5

- 5.54** In addition applicants will implement a recognised monitoring regime to assess performance in relation to these issues. At least 30% of dwellings and 30% of other buildings within each development parcel, providing a representative sample of properties, will be assessed at least every five years following occupation. The information recovered will be provided to the applicable owners and the planning authority. Developers will use the results to inform the design and construction of later properties in order to reduce any performance gap issues identified.
- 5.55** Proposals will need to set out how energy systems will be delivered and maintained in perpetuity. Proposals also need to demonstrate that chosen systems will be affordable for the occupiers and users of buildings, both in terms of energy costs but also any other costs they would be required to pay, such as management fees and costs of maintenance.
- 5.56** The strategy and masterplan should demonstrate how it has accommodated provision for electric vehicle charging in-line with Policy NS5, energy centres, infrastructure trenching, other space requirements and integration of proposed energy technologies (such as orientation, density and shading).
- 5.57** Applicants will be expected liaise with public sector partners as part of developing their strategies. The council will work with the North Yorkshire Local Enterprise Partnership (LEP) and other partners in the public and private sectors to identify off-site grid and energy supply opportunities, including:
- Allocation of land for net zero supply to reduce residual emissions to zero.
  - Opportunities to include the new settlement within future Northern Power Grid investment plans.
  - Opportunities to invest in electricity grid infrastructure as a means to unlock development and renewable energy projects.

## 5 Climate Change

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

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

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

- Actions taken to reduce embodied carbon throughout the whole life-cycle of development;
- Actions taken to maximise opportunities for re-use and the development of circular economies; and
- Circular economy approaches that are based on a clear set of defined principles and inform development at all stages

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

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

#### Justification

- 5.58** This policy complements the climate change priority of net zero carbon energy supply set out in the New Settlement Climate Change Strategy<sup>(18)</sup>.
- 5.59** Embodied carbon is the carbon emissions associated with the materials used to construct a building together with the emissions associated with the construction and maintenance of a building throughout its life and, ultimately, those associated with its demolition.
- 5.60** While reducing carbon in the supply and use of energy is fundamental to attempts to mitigate climate change it is also necessary to reduce embodied carbon to lower life-cycle emissions in pursuit of net zero carbon. As homes and other buildings at Maltkiln will have net zero operational carbon emissions, life-cycle emissions from embodied carbon will account for the largest proportion of emissions from buildings at the settlement.
- 5.61** Most embodied emissions occur early in the life-cycle of a development through the production and transport of building materials and construction of the development. As much of the new settlement is expected to be delivered after 2035 it is likely that these early life-cycle embodied emissions will still be taking place beyond the council's 2038 target date for a net zero carbon economy. At the same time it is almost certain that any late life-cycle embodied emissions locked within construction materials and released if or when buildings are demolished will occur beyond 2038. As such it is considered appropriate to include measures to address embodied emissions from all development throughout its life-cycle.

## Climate Change 5

- 5.62** Measures to address the embodied carbon impacts of development are currently less well developed than those for operational emissions and although understanding is increasing rapidly, there is significant uncertainty that a new settlement with net zero life-cycle emissions could be proposed today with the necessary level of confidence that delivery would occur. Nevertheless there is scope to identify and measure embodied carbon and take action to reduce emissions throughout the life-cycle of the development.
- 5.63** Proposals should be accompanied by a settlement-wide embodied carbon, circular economy and life-cycle emissions strategy to demonstrate how they will reduce embodied carbon throughout the life-cycle of the development. This should include consideration of emissions associated with the production and transport of materials and construction but also those associated with maintenance throughout the development's life and end of life emissions.
- 5.64** To reduce end of life emissions buildings should be designed for re-use so that demolition is less likely if the original use ends. These emissions should also be addressed through the use of materials and components that can be repaired and/or reused easily as part of circular economies.
- 5.65** The strategy should set out how the new settlement will contribute to the development of circular economies, including reusing materials during construction and providing materials that are easily reused later. Circular economy approaches should inform development at all stages and be based on clearly defined principles.
- 5.66** While embodied carbon should be considered from the outset and inform master-planning and other strategic considerations, the greatest scope to secure emissions reductions is when buildings are designed and agreed as part of detailed applications.
- 5.67** Embodied carbon, circular economy and life-cycle emissions strategies to accompany detailed proposals should accord with measures set out in the settlement-wide strategy. However, in recognition that this is an evolving area of practice, where review of these measures indicates alternative approaches would be more appropriate these could be followed instead, subject to agreement of the planning authority.
- 5.68** Detailed proposals should include a site-wide emissions audit and a whole life-cycle emissions assessment based on up-to-date nationally recognised standards, such as the national standard set out in BS EN 15978<sup>(19)</sup>, and methodologies, such as the Whole Life Carbon Assessment for the Built Environment produced by the Royal Institute of Chartered Surveyors (RICS)<sup>(20)</sup>. As approaches and methodologies develop it will be important to demonstrate that up-to-date guidance is followed.
- 5.69** The strategy will demonstrate how reductions in embodied emissions and use of resources will be maximised over the life-cycle of the buildings and/or infrastructure and how development will contribute to circular economies.

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

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

## 5 Climate Change

### NS9: Supporting Inclusive Flexible Living and Working

#### Policy NS9: Supporting Inclusive Flexible Living and Working

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

- All homes will, as a minimum, meet the Nationally Described Space Standards;
- A mix of house types, sizes and tenures that ensures a diverse and multi-generational community and meets the changing needs of residents over time- in-line with policy NS22: Housing Mix and Density;
- Provision of flexible co-working spaces (including within use classes B and E) within the local centre, based on an assessment of likely demand. This will include identification of sufficient land on the site-wide masterplan to meet expected demand and accommodate future expansion. Demand should be reappraised at least every five years;
- Provision of retail, services and community facilities within the local centre, based on an assessment of likely demand. This will include identification of sufficient land on the site-wide masterplan to meet expected demand and accommodate future expansion. Demand should be reappraised at least every five years;
- Measures that will be used to encourage smaller shops, flexible pop-up space, and facilities to support day-to-day living without needing to use a car.

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

Applicants should demonstrate how proposals contribute to delivery of the strategy.

#### Justification

- 5.70** This policy seeks to secure the climate change priority of inclusive flexible living and working and the accompanying ambitions set out in the New Settlement Climate Change Strategy <sup>(21)</sup>.
- 5.71** Although it will not be possible or desirable for everyone to work remotely from an employer's business premises some or all of the time, increasing numbers of people are working in new locations, including at home, and it is unlikely that these practices will reverse. As such there will be an expectation and need among some prospective residents to be able to work flexibly at least some of the time, and it is likely that the ability to do this and the quality of the experience on offer will influence whether some chose to live in Maltkiln.
- 5.72** Residents working within Maltkiln but remotely from an employer's business premises away from the settlement will help to reduce carbon emissions as well as reducing energy demand associated with commuting, therefore, proposals should be accompanied by a settlement-wide flexible living and working strategy which demonstrates how flexible working will be enabled to maximise opportunities through the design of homes and the provision of facilities and services .

## Climate Change 5

- 5.73** More flexible working locations will place greater demands on how homes are used and the amount of space needed, therefore all homes are required to meet, as a minimum, the Nationally Described Space Standards. This is in-line with existing requirements set out in policy HS5 of the Harrogate District Local Plan 2014-2035.
- 5.74** These standards seek to ensure that homes provide a reasonable level of internal space to undertake typical day-to-day activities at a given level of occupancy and meeting the standard will be important to help ensure homes are large enough for living and some flexible working. The requirement will apply to all new homes, including those in Uses Classes C3 and C4. Where new homes fall within other Use Classes, including sui generis, and adherence to the standards is not appropriate, this would need to be satisfactorily demonstrated.
- 5.75** It is recognised that it can sometimes be challenging to provide greater levels of internal space, particularly in homes with fewer bedrooms, without affecting affordability. Nevertheless it is important that the new settlement provides a mix of residential typologies, sizes and tenures that ensures a diverse and multi-generational community and meets the changing needs of residents over time. Further information on how this should be met is set out in policy NS22: Housing Mix and Density.
- 5.76** To help overcome the challenge of providing sufficient space within homes the strategy should demonstrate an appropriate balance between space to work at home and space to work at co-working and/or other suitable facilities within the settlement, including scope to expand co-working space. This should be based on an assessment of likely demand for flexible workspace (including within use classes B and E) that is updated at least every five years.
- 5.77** In addition to climate change benefits, maximising the opportunities for residents to work from home or at co-working facilities within the settlement will also lead to greater levels of daytime activity, including higher levels of footfall supporting the vitality and viability of the local centre.
- 5.78** However in order to attract residents expecting to work at or close to home it will be necessary to deliver a high quality place where people will want to spend greater amounts of their working time. This includes an attractive environment with high-quality green blue infrastructure but crucially also provision of the shops, cafes and community facilities needed to meet day-to-day needs and support home and co-working. Therefore the strategy should include identification of sufficient land for this provision, including scope for expansion, based on a forecast of demand, updated at least every five years.
- 5.79** In addition to being necessary to enable flexible working these shops, services and facilities will also benefit those in traditional work-based employment, retired residents and those juggling work, education, child or elderly care, thereby helping to create a more diverse and inclusive community.
- 5.80** In accordance with policies NS26: Local Centre and NS27: Employment, co-working space and retail, services and community facilities should be located within the local centre where they are easily accessible to the whole community and can support each others operation. Proposals for facilities in other locations will need to demonstrate that they will not undermine the vitality and viability of the local centre.
- 5.81** Proposals will need to set out how the provision of co-working spaces and retail, services and community facilities will be secured from first occupation; how demand will be monitored and how this would trigger expansion or re-allocation to other non-residential uses when necessary. Proposals will also need to set out stewardship arrangements in perpetuity and



## 5 Climate Change

demonstrate that opportunities for community ownership and/or representation have been considered. Provision and stewardship will be secured through planning conditions and/or S106 agreements, as necessary.

## NS10: Climate Resilience

### Policy NS10: Climate Resilience

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

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

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

- Avoiding impermeable surface materials within the public and private realms, where possible;
- Measures to minimise the risk of overheating in buildings that follow the cooling hierarchy below:
  1. Minimise internal summer heat generation through efficient design;
  2. Reduce the amount of heat entering a building in summer through passive design, including the ability to retrofit solar shading to buildings;
  3. Manage heat in buildings through internal thermal mass and high ceilings;
  4. Passive ventilation, including avoiding single aspect properties;
  5. Mechanical ventilation;
  6. Active cooling systems using low carbon energy
- Integration of measures to demonstrate that infrastructure and open space and other areas within the public realm will not overheat and will remain safe and operational, including where necessary use of building foundations that can accommodate the growth of large shade giving trees close to properties and infrastructure;
- As a minimum, all dwellings will meet the tighter Building Regulations water efficiency standard of 110 litres/person/day and all other development will meet the BREEAM<sup>(22)</sup> 'Excellent' standard for non-domestic buildings in respect of water use. All development will demonstrate consideration of opportunities to further reduce water use, including rainwater harvesting, making use of smart infrastructure and use of water efficient appliances.

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

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

## 5 Climate Change

### Justification

- 5.82** This policy seeks to secure the climate change priority of climate resilience and the accompanying ambitions set out in the New Settlement Climate Change Strategy<sup>(23)</sup>
- 5.83** Climate change is happening now and the impacts of increasing surface temperatures are already beginning to be experienced. As further warming is predicted under all decarbonisation pathways set out by the United Nations Intergovernmental Panel on Climate Change (IPCC), it is necessary to ensure that climate change responses at Maltkiln include actions to adapt to this inevitable warming, alongside those to reduce carbon emissions, in order to ensure that the settlement will be resilient to the impacts of climate change.
- 5.84** As a result, and in support of the Climate Change Act 2008, Flood and Water Management Act 2010 and paragraphs 8 and 153 of the National Planning Policy Framework (NPPF) (2021), a settlement-wide climate resilience strategy is required to identify and address locally specific climate change impacts expected to arise under credible predictions of reasonable worst-case climate scenarios.
- 5.85** It is important that the strategy is based on a sound understanding of carbon emissions trajectories and projections of warming, and how these create impacts and risks locally at Maltkiln. In practice this means acting within the science set out in credible and up-to-date publications. This should include work produced by or for public bodies, including, the UK Climate Projections published by the Met Office<sup>(24)</sup>, the UK Climate Change Risk Assessment (CCRA) 2022 or successive updates<sup>(25)</sup>, the Independent Assessment of UK Climate Risk, an evidence base produced to inform the 2022 UK CCRA<sup>(26)</sup> and climate change allowances to be used in flood risk assessments, produced by the Environment Agency<sup>(27)</sup>.
- 5.86** The strategy should consider climate change impacts on people, buildings, infrastructure, water supply, biodiversity and landscapes at the new settlement under reasonable worst-case scenarios and address relevant issues. Reasonable worst-case scenarios should be accommodated in order to deliver on the ambition of Maltkiln being an exemplar of sustainable design.
- 5.87** The strategy will need to demonstrate that the key impacts identified will be addressed satisfactorily. This will include ensuring that people and property are safe from flooding, buildings do not overheat, public spaces are pleasant places to be, and water use in buildings and the public realm is minimised.
- 5.88** Detailed requirements to ensure that people and property are safe from flooding are set out in policy NS 11: Flood Risk and Drainage. In addition, the strategy will set out how impermeable surface materials within the public and private realms will be avoided, where possible.
- 5.89** It is expected that Part O of the Building Regulations will be the primary measure to limit overheating risk in dwellings and commercial properties providing residential space, such as care homes. This policy requires approaches to manage overheating in all buildings to follow the cooling hierarchy so that cooling is incorporated in the design process. This will ensure that buildings are better equipped to manage cooling needs over their lifetime whilst avoiding the use of active cooling systems, such as air conditioning.

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

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

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

26 UK Climate Risk: Independent Assessment of UK Climate Risk is available at: [www.ukclimaterisk.org](http://www.ukclimaterisk.org)

27 Environment Agency: Flood Risk Assessments- Climate Change Allowances is available at: [www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances](http://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances)

## Climate Change 5

- 5.90** The strategy will need to integrate measures to demonstrate that infrastructure and open space and other areas within the public realm will not overheat and will remain safe and operational.
- 5.91** Where necessary, this should include use of building foundations that can accommodate the growth of large shade giving trees close to properties and infrastructure. The following measures should also be considered and incorporated into place-making, where appropriate:
- Use of green blue infrastructure, such as green walls and trees, and sustainable drainage systems (SuDS) to keep spaces cool and usable during extreme weather,
  - Maximising the multifunctionality of green blue infrastructure, for example, where appropriate combining climate resilience functions with providing opportunities for recreation and delivering biodiversity net gain,
  - Plant species chosen for their suitability to projected climate scenarios,
  - Securing sufficient modal shift to allow reallocation of car parking space (see policy NS5) to create space to manage water, high temperatures, provide biodiversity and food growing opportunities,
  - Spaces and streets with year-round high-quality microclimates, including use of “cool materials” and shading, and
  - Publicly accessible “cool buildings” for respite
- 5.92** All dwellings are required, as a minimum, to meet the tighter Building Regulations water efficiency standard of 110 litres/person/day. National planning policy requires adaptation approaches to consider water supply and demand, and enables local policies to require the optional tighter standard in place of the mandatory national standard of 125 litres/person/day.
- 5.93** While Yorkshire is not currently under water stress, forecasting of supply and demand in Yorkshire Water's latest adaptation plan<sup>(28)</sup> shows that declining availability of water due to climate change coupled with increasing demand due to population and economic growth will result in a deficit by the 2030s unless action is taken. The requirement to meet the optional standard is in-line with Yorkshire Water's Water Resources Management Plan<sup>(29)</sup> and the emerging Water Resources North (WReN) regional plan<sup>(30)</sup>, which both identify reducing average per capita consumption to 110 litres/person/day by 2050 as a key objective.
- 5.94** To achieve water efficiency in non-housing development, all other development is required to meet the BREEAM ‘Excellent’ standard for non-domestic buildings in respect of water use. BREEAM is an independently accredited method for assessing and rating the environmental performance of development. The Council will require compliance to be verified by applicants through independent assessment at the design and post-construction stages.
- 5.95** In addition all development should demonstrate that opportunities to further reduce water use have been considered and incorporated where feasible and viable. Further opportunities should include:
- Water sensitive landscapes and public spaces that do not require potable water beyond establishment,
  - Incorporation of rainwater harvesting systems in landscapes and public spaces, and commercial or public buildings to provide for irrigation and other non-potable needs,
  - Incorporation of rain gardens into public spaces and streets,
  - Use of smart infrastructure to manage water use,
  - Use of water efficient appliances to minimise water use.

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

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

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

## 5 Climate Change

- 5.96** The strategy should be monitored, for example, monitoring of temperatures in buildings- as set out in policy NS7: Net Zero Carbon Energy Supply and Use- and key public areas, the performance of SuDS, the availability of non-potable water for irrigation and the quality of green and blue infrastructure- such as growth and survival rates of planting.
- 5.97** The strategy should be reviewed in-light of this monitoring information and changing baseline conditions and, where necessary, updated at least every five years. Review of baseline conditions should include consideration of updated climate projections, risk assessments, adaptation strategies and climate change allowances. The approach for monitoring and review will be agreed with the local planning authority and secured through a planning condition.
- 5.98** Applicants should demonstrate arrangements for management and stewardship of measures in perpetuity, where necessary,
- 5.99** Where necessary, proposals will need to set out stewardship and management arrangements in perpetuity and demonstrate that opportunities for community ownership and/or representation have been considered. Provision and stewardship will be secured through planning conditions and/or S106 agreements, as necessary.

## NS11: Flood Risk and Drainage

### Policy NS11: Flood Risk and Drainage

Proposals are required to achieve the following overarching requirements:

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

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

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

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

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

## 5 Climate Change

- f. Provides multifunctional benefits, where possible, including in relation to health and wellbeing, biodiversity and climate change resilience;
- g. Includes adequate whole-life management and maintenance arrangements; and
- h. Accords with relevant SuDS guidance produced by the lead local flood authority, North Yorkshire County Council, and the Environment Agency.

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

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

### Justification

- 5.100** Policy DM4 in the Harrogate District Local Plan 2014-2035 requires Maltkiln to be an exemplar of sustainable design and include appropriate measures to mitigate flood risk. The Council's strategic flood risk assessment (SFRA)<sup>(31)</sup> suggests that while the new settlement site has a low risk of flooding overall, with around 90% of the area within the lowest risk zone for river flooding (flood zone one), around 10% of the site is at high risk of river flooding (flood zone 3a). It also highlights that the site contains small but noteworthy areas at risk of surface water flooding.
- 5.101** At the same time it is recognised that despite current carbon reduction commitments, further global warming will occur and lead to increased rainfall and increased frequency of high intensity events that, in turn, will increase flood risk. As such in order to address flood risk effectively it will be necessary to respond to the impacts of a changing climate.
- 5.102** Therefore this policy seeks to ensure that people and property, including non-water compatible infrastructure, is safe from flooding both now and in the future. In achieving this aim the policy will help to secure the climate change priority of climate resilience set out in the New Settlement Climate Change Strategy<sup>(32)</sup> and discussed further in policy NS10: Climate Resilience.
- 5.103** Paragraph 161 of the National Planning Policy Framework (NPPF) (2021) requires all plans to take a sequential, risk based approach to the location of development- taking into account all sources of flood risk and the current and future impacts of climate change- so as to avoid, where possible, flood risk to people and property.

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

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

## Climate Change 5

- 5.104** In identifying the new settlement site a sequential approach to flood risk has been followed, which demonstrates that the allocated site is sequentially acceptable. Further information on the sequential approach is set out in the New Settlement DPD: Flood Risk Sequential Assessment<sup>(33)</sup>. The report firstly summarises how the identification of the broad location for growth at Green Hammerton/Cattal within the local plan met sequential requirements and then details the sequential test of options carried out to inform site selection.
- 5.105** The report explains that, in order to accord with the wider local plan sequential approach the current assessment would need to identify a site where delivery could occur without developing on land at risk of river flooding (flood zones two and three). However, to reflect updated national policy with more explicit requirements for sequential testing to take account of all sources of flood risk and the predicted impacts of climate change, this aim was widened to identifying a site where delivery could occur without developing on land at risk of river or surface water now or in the future.
- 5.106** Although the site selected for allocation includes small areas of land at risk of either river or surface water flooding, the report concludes that there is sufficient land within the site to accommodate at least the minimum quantum of development required by the local plan whilst ensuring that development will not take place on land known to be at risk of river or surface water flooding now or expected to be at risk in the future.
- 5.107** Proposals are required to be based on a detailed site-specific flood risk assessment. In order to deliver development that accords with the sequential assessment findings the flood risk assessment is required to include further investigation of the Gelsthorpe Gutter/Kirk Hammerton Beck and tributaries. This is to overcome limitations associated with the Environment Agency's Flood Map for Planning arising from the extent of the modeling within this dataset.
- 5.108** The Environment Agency will need to be satisfied that flood risk associated with these watercourses is adequately evidenced and understood. This may include a need for an assessment of residual risks, for example, as a result of culvert blockage. Advice on appropriate methodologies should be sought from the Environment Agency prior to further assessment.
- 5.109** As the site and the wider locality includes areas at risk of surface water flooding, additional scrutiny, which goes beyond a reliance solely on the Environment Agency's Flood Risk Maps for Surface Water, should be given to identifying surface water flooding risks. This should include taking account of local sources of flood information, including those held by the lead local flood authority, North Yorkshire County Council, as well as other sources such as historic flood intelligence.
- 5.110** To ensure resilience over the lifetime of the development in-light of climate change impacts, the flood risk assessment will need to be based on appropriate up-to-date climate change allowances for peak river flow and peak rainfall intensity. The Environment Agency produces guidance on climate change allowances and their use. This should be reviewed to ensure that up-to-date guidance is being followed.<sup>(34)</sup>
- 5.111** For peak river flow the 2080s allowances currently provide the longest time frame available. These relate to the period 2070 to 2125 and should be used. Within these the central and upper end allowances should both be used, with the upper end used as a sensitivity test<sup>(35)</sup>.

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

34 Environment Agency guidance on Flood Risk Assessments: Climate Change Allowances is available at: [www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances](http://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances)

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



## 5 Climate Change

- 5.112** For peak rainfall intensity the 2070s allowances currently provide the longest time frame available. These relate to the period 2061 to 2125 and should be used. Within these the upper end allowances should be used for both the 1 in 30 year and 1 in 100 year rainfall events (33% and 1% annual exceedance probability events respectively)<sup>(36)</sup>. In addition both scenarios should include a further allowance to address the potential for additional impacts as a result of urban creep<sup>(37)</sup>.
- 5.113** The flood risk assessment should also identify any existing vulnerabilities to flooding within the site and in the immediate vicinity as well as indicating whether development could provide opportunities to improve resilience.
- 5.114** In-line with paragraph 169 of the NPPF (2021) an acceptable drainage strategy incorporating sustainable drainage systems (SuDS) showing that surface waters can be successfully managed would need to be approved. The approach to SuDS should follow the drainage hierarchy set out in Part H of the Building Regulations and accord with relevant up-to-date guidance produced by the lead local flood authority, North Yorkshire County Council<sup>(38)</sup> and the Environment Agency.
- 5.115** Proposals must be accompanied by satisfactory evidence demonstrating the suitability or otherwise of discharge to the ground using soakaways. Where discharge to a surface water body is proposed, the existing surface water regime should be maintained. If alterations to this regime are proposed a hydrological assessment may be required to ensure that flood risk is not increased. Overland flows should be integrated within the design as far as possible.
- 5.116** The drainage strategy needs to demonstrate sufficient storage to accommodate the 1 in 100 year rainfall event plus appropriate allowances for both climate change and urban creep. In-line with national guidance the upper end peak rainfall climate change allowance of 45% should be used and in-line with lead local flood authority guidance a further 10% should be added to address urban creep.
- 5.117** The strategy also needs to show that peak flows will be limited to acceptable rates, as determined by the planning authority in-light of the views of the lead local flood authority, North Yorkshire County Council, internal drainage boards<sup>(39)</sup>, the Environment Agency and other relevant stakeholders. The rates must not exceed the calculated greenfield runoff rate and, if possible, should be lower in order to help reduce wider flood risk, subject to these below greenfield rates not leading to unacceptable ecological or morphological impacts.
- 5.118** In addition to planning permission, discharge of surface water to a watercourse requires consent from relevant internal drainage boards. The Kirk Hammerton Beck running through the new settlement is within the drainage district of the Swale and Ure Drainage Board who have indicated that rates should be restricted to a maximum of 1.4 litres per second per hectare (l/s/ha) or green field rates.
- 5.119** The drainage strategy will need to demonstrate how proposals provide multifunctional benefits, including in relation to health and wellbeing, biodiversity and wider climate change resilience.
- 5.120** An acceptable masterplan would need to be submitted. This should show development not taking place on land within flood zones two or three, or on land identified as at risk of future river flooding due to climate change. Instead these areas should be incorporated into the

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

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

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

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

## Climate Change 5

green blue infrastructure network. Land identified under the central allowance must be avoided. Further land identified under the upper end allowance should also be avoided, however, if avoidance of any of these further areas is not possible, this should be robustly justified and satisfactory mitigation included.

- 5.121** The masterplan is also required to show development not taking place on land with a pre-development risk of surface water flooding or on land identified as at risk due to climate change. Instead these areas should remain undeveloped and be incorporated into the green blue infrastructure network and be used, where possible and appropriate, to locate additional surface water features that are safe and attractive and capable of contributing to storm water attenuation, in accordance with the approved drainage strategy. Areas where the risk extends over significant extents and areas that accommodate important overland flow pathways must be avoided. Discreet isolated areas of risk where the extent is small should also be avoided where possible.
- 5.122** The design of the new settlement, including the approach to flood risk and drainage, should incorporate reasonable approaches that will reduce wider flood risk and improve the resilience of existing communities. This should include setting out and justifying whether existing vulnerabilities identified in the flood risk assessment will be addressed.
- 5.123** The main components of the approved drainage strategy must also be shown on the masterplan. Once approved, future development will be required to be in accordance with the masterplan.

## 6 Green and Blue Infrastructure

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

### NS12: Green and Blue Infrastructure

#### Policy NS12: Green Blue Infrastructure

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

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

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

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

## Green and Blue Infrastructure 6

### Justification

- 6.5** Green and Blue infrastructure (GBI) refers to a multi-functional linked network of green and blue spaces that provide a range of benefits for social well-being, the environment and economic prosperity. The Development Framework shows the main elements of the green blue infrastructure network identified in the Green Blue Infrastructure Framework included within the Green Hammerton/Cattal New Settlement Concept Framework <sup>(40)</sup>
- 6.6** The Green Blue Infrastructure Framework is based on existing habitats within and close to the new settlement site and the local topography. It identifies corridors of trees, green spaces, pedestrian and cycle ways, and the Kirk Hammerton Beck to connect the new settlement and reflect the local character. These corridors form the green spine of the new settlement. They reduce the impact of climate change, offer active transport routes and provide opportunities for biodiversity enhancement. The GBI strategy should use this framework to accommodate a series of open spaces that vary in scale and location across the new settlement to ensure recreational opportunities to all of its future residents. Provision should include distinct destination points at Doodle Hills and Cattal Belt, as required by Policy NS15: Protecting Aubert Ings SSSI.
- 6.7** Local Nature Recovery Strategies are a new system of spatial strategies for nature required by the Environment Act 2021 that will cover the whole of England. They will establish priorities and map proposals for specific actions to drive the recovery of nature and provide wider environmental benefits. Once in place these strategies will be a key driver of local actions, including the use of nature-based solutions, and will provide an evidence base to inform the development of a nationwide Nature Recovery Network.
- 6.8** Green and blue infrastructure strategies submitted in support of proposals should, where possible, deliver on priorities and align with relevant specific proposals set out in an adopted and/or emerging Local Nature Recovery Strategy. Strategies supporting detailed applications should include review and update of relevant parts of earlier strategies to ensure proposals support an up-to-date Local Nature Recovery Strategy.
- 6.9** The Building with Nature standards provide a national framework to define high-quality Green Blue Infrastructure that is evidence based. The framework defines 12 quality standards for place-making and place-keeping covering the themes of well-being, water and wildlife. Green and blue infrastructure strategies should secure high-quality provision. The quality of proposals should be demonstrated with reference to the Building with Nature standards <sup>(41)</sup>.
- 6.10** Local Plan Policy NE5 provides strategic principles for the design of GBI that seek to ensure that local benefits are maximised. This policy builds on these principles by identifying the types and nature of key features which are required to deliver the vision for the New Settlement:
- Local Distinctiveness. A strong GBI strategy which links with surrounding features and landscape can ensure the new settlement complements and enhances the local distinctiveness of the wider Green Hammerton and Cattal area;
  - Business Benefits. Quality green space has the opportunity to create a setting for investment within the employment core;
  - Recreation and Health. By providing recreational opportunities close to people's homes, such as allotments and equipped areas for play, there can be a positive impact on local health and well being;

40 This document is available on the Council website

41 Further information on the Building with Nature standards can be found at [www.buildingwithnature.org.uk](http://www.buildingwithnature.org.uk)

## 6 Green and Blue Infrastructure

- Water management. There are a number of ponds on the site. Areas of water attenuation would slow down the passage of water to the Kirk Hammerton Beck, mitigating risks to the new settlement and protecting water quality of the River Nidd;
- Climate change adaptation and mitigation. By delivering a well connected GBI framework, people can be encouraged to travel in a more sustainable way. It can provide shade and shelter and help water management;
- Legacy. Providing people, particularly children, with the opportunities to experience and appreciate nature can be the best way to show people the benefits of protecting our environment. Providing GBI links with school sites will allow opportunities for learning about nature;
- Ecology. Connected GBI creates wildlife corridors to stimulate more resilient biodiversity.

### Management and Stewardship

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

## Green and Blue Infrastructure 6

**NS13: Biodiversity Net-Gain****Policy NS13: Providing Biodiversity Net Gain**

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

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

The Biodiversity Net Gain strategy should:

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

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

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

**Justification**

- 6.12** Biodiversity, the range of plants, animals and fungi, which inhabit our district has an intrinsic value which is appreciated by many people and knowing there is abundance of biodiversity can attract people to visit or live in particular areas. But biodiversity is also essential for the delivery of 'ecosystem services', these are the benefits people receive from the natural environment and cover a range of services from those essential for life such as recycling nutrients, protection from hazards and climate regulation to cultural benefits such as leisure, mental wellbeing and beauty.
- 6.13** Over the last 50 years there have been significant declines in animal and plant species. To halt the decline of biodiversity across the country Defra's 25 year plan sets out an ambition to put the environment at the heart of planning and embed a principle of 'environmental net gain' for development. The Environment Act (2021) makes provision for a mandatory 10% net gain of biodiversity in new development and it is anticipated that secondary legislation will be passed for this provision to commence in 2023. It is important the new settlement is designed to meet this net gain target so it can fulfil the expectations of future residents and wider stakeholders.

## 6 Green and Blue Infrastructure

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

### Water Framework Directive (WFD)

- 6.16** The Water Environment (Water Framework Directive) regulations 2017 aims to prevent deterioration of the water environment and improve water quality by managing water in natural river basin districts. The Humber River Basin Management Plan identifies a WFD target status and key objectives for the River Nidd including the Kirk Hammerton Beck, Gelsthorpe Gutter and Syke Dike tributaries. The Biodiversity Net Gain strategy provides an opportunity to help address these objectives by enhancement of the riparian habitat of the onsite streams or, if appropriate, to provide off-site enhancement on Syke Dike or directly on the River Nidd.

### Ecosystem Services

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

## NS14: Open Space and Sport Provision

### Policy NS14: Open Space and Sport Provision

#### On-site provision

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

All open spaces provided on-site should be:

- high quality
- low maintenance
- water efficient and climate change resilient
- publicly accessible with a multi-use functionality
- accessible throughout the year to ensure unrestricted access for new and existing residents and visitors to the area
- cater for a range of uses

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

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

#### Protection of existing open space

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

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

#### Ancillary development on open space

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

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



## 6 Green and Blue Infrastructure

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### Justification

- 6.18** Within Maltkiln provision will be made for sufficient high-quality accessible open space in response to the requirements set out in the Harrogate District Local Plan and the Provision for Open Space and Village Halls Supplementary Planning Guidance. The open space network will respect and enhance the existing natural features and will create new ones. They will manifest as a response to existing drainage, land form, ecology and recreation.
- 6.19** Sports pitches should be carefully sited within the new settlement and provide the necessary supporting facilities. Equipped areas that provide a wide range of facilities, such as play equipment and casual play areas, should be created for children and young people. Allotments should also be facilitated to provide residents with the opportunity to grow food and flowers. A circular green loop will provide walking and cycling routes to connect these places and provide links to nearby villages

## Green and Blue Infrastructure 6

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

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

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

The Development Framework identifies two areas of open space which should serve as alternative, semi-natural destination points to the SSSI. These spaces should be created as:

- a. Doodle Hills : An area of elevated and open parkland or heath in the North East of the settlement which provides extended views over the new settlement and towards York Minster to the east. Doodle Hills should be served by two walking routes; a route from the new settlement centre and an alternative route down towards the rail line.
- b. Cattal Belt: A mosaic of habitats building on the woodland along the settlement boundary to the South West and the existing ponds. Signposted trails and information boards should provide safe access for all to points of interest. The green loop footpath should be utilised to allow a return route out of the area.

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

**Justification**

- 6.20** Aubert Ings SSSI is an area of unimproved grassland a short walk from Cattal within a meander of the River Nidd. Its traditional use as a hay meadow has allowed a range of grasses and herb flora to establish for which the site is recognised as being nationally important. There is no public access to the meadow, although the site itself is designated as common land and anecdotal reports suggest it is commonly used for walking and dog walkers. Informal signage on the site encouraging dog owners to clean up dog waste substantiate these reports.
- 6.21** The location of Maltkiln within walking distance of the SSSI increases the potential number of visitors to the meadow. This brings with it a number of risks. The most immediate is the increase of trampled vegetation which can result in a change of species where sturdier grasses become more common. Over time, the formation of tracks around and across the meadow can lead to bare ground. The use of the area for dog walking can bring specific risk to the nutrient balance of the soil. Dog urine and faeces add a nutrient load immediately onto the flora and could cause an increase of nutrient-demanding species which dominant less competitive species and change the habitat composition of the site. With any area that is frequently visited there is a risk of litter but particularly so with areas where

## 6 Green and Blue Infrastructure

services such as litter bins or rangers are not available. Litter is dangerous if ingested by wildlife and if left to decompose can impact on the nutrient balance of the soil in the immediate area.

According to the Pet Food Manufacturer's Association 33% of households in 2021 had a pet dog <sup>(42)</sup>. Dog ownership is shown to greatly benefit people's health and wellbeing, partly by encouraging people to be more active and spend time outdoors. Consideration for how to meet the needs for dog owners within the the new settlement should be carefully considered and regard given to how this will help mitigate impacts on the SSSI, avoid conflict between different users within the settlement and ensure that biodiversity targets for the new settlement can be achieved.

- 6.22** Areas which are close to home, away from traffic and allow dogs to be off the lead are welcomed by dog walkers. Acceptable behaviour for dogs may vary across the site, for example, in some areas it may be necessary to bag and bin mess whilst in others, perhaps within woodland, it may be acceptable to only ensure paths are kept clear. A strategy for effectively engaging and communicating with dog owners will make them feel welcome and more likely to use their local area.
- 6.23** Delivery of two distinct destination points, one on an area of elevated ground at Doodle Hills and another comprising a large area of semi-natural open space at Cattal Belt in the south west of the settlement, should form a fundamental part of the strategy to mitigate impacts on the SSSI. The success of these areas in achieving these aims will to a large part be based on how well the spaces are designed, integrated into attractive long and short circular walking routes and their ability to provide a unique offer and functionality that draws people to them and comparatively makes use of the SSSI less attractive.

## Heritage Assets 7

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

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

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

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

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

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

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

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

#### **Kirk Hammerton Conservation Area**

- Impact of the introduction of development to the west of the Conservation Area, within its rural context
- Key views as identified in the Kirk Hammerton Conservation Area Character Appraisal
- The way in which the conservation area is experienced on entrance and exit along Gilthwaite Lane
- Views of the conservation area and buildings within (including the Grade I Listed Church of St John the Baptist), available from such locations as public footpaths and the desirability of minimising impact to views/incorporating available views into the new development

## 7 Heritage Assets

### Old Thornville

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

### Providence House

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

### Justification

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

## NS17: Designated Heritage Asset - Cattal Bridge

### Policy NS17: Cattal Bridge

Cattal Bridge is a Scheduled Monument, located to the south of Cattal, on Cattal Moor Lane. During the development of Maltkiln, consideration must be made of the potential impacts of possible increased traffic upon the structure and fabric of the bridge and the potential need for works such as an altered road layout / signage. Should any such works be identified as being required, then such works must be agreed in full consultation with NYCC Highways and Historic England (under whose jurisdiction the Scheduled Monument falls).

### Justification

- 7.8** The National Planning Policy Framework (NPPF) identifies the conservation and enhancement of designated and non-designated heritage assets in a manner appropriate to their significance as a material consideration in the determination of planning applications. New development should sustain and enhance the significance of heritage assets and can support these aims by creating or supporting viable uses that are consistent with an asset's conservation. There is a presumption in favour of the conservation and enhancement of heritage assets, and any harm will need to be clearly justified. The more significant the asset, the greater the level of justification that will be required.
- 7.9** Scheduled monuments are archaeological heritage assets that are considered to be of national importance. It is therefore important that any potential changes to the fabric or surroundings of the monuments are specified in such a way so as to conserve those elements which contribute to their archaeological interest and their setting.

## 7 Heritage Assets

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

#### Policy NS18: Church of St John the Baptist, Hunsingore

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

#### Justification

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

## NS19: Designated Heritage Asset - Milestone near Providence House

### Policy NS19: Milestone near Providence House

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

### Justification

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



## 7 Heritage Assets

### NS20: Archaeology

#### Policy NS20: Archaeology

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

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

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

#### Justification

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

## NS21: Non-Designated Heritage Assets

### Policy NS21: Non-Designated Heritage Assets

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

- a. Cattle Grange farmstead and cottages
- b. Cattal Station
- c. Gelsthorpe Farm
- d. Whixley Lodge
- e. Westfield

### Justification

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

## 8 Housing

- 8.1** The National Planning Policy Framework (NPPF) Chapter 5. 'Delivering a sufficient supply of homes', requires strategic policies to be informed by a local housing need assessment. Within this context, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including, but not limited to, those who require affordable housing, families with children, older people, students, people with disabilities, service families and travellers, people who rent their homes and people wishing to commission or build their own homes).
- 8.2** The housing policies within the Maltkiln DPD will set out the mix and density of all housing, the level of affordable housing and its tenure, along with specialist housing for older people and people with support needs. The DPD will also seek to deliver self and custom build houses to meet the demands of the district, as defined by the Council's Self and Custom Build Register. The need for Gypsies and Travellers sites was assessed district wide within the Local Plan. None of the sites allocated or broad locations identified fall within the boundary of the DPD <sup>(43)</sup>.
- 8.3** The Local Plan policies were formulated following assessment of the data within the 2018 Housing and Economic Development Needs Assessment (HEDNA). The HEDNA assessed the need for different sizes of market and affordable homes over the plan period taking into account the districts demographic and requirements.
- 8.4** The DPD policies will work alongside the existing Local Plan policies requiring proposals to be assessed against the most up-to-date assessments of local housing need to establish mix, size and tenure, across both market and affordable housing. They will also seek to deliver specialist housing for older people and/or people with support needs, as well as providing custom and self build plots.
- 8.5** As the development of Maltkiln will be undertaken in phases it is important to ensure each phase of development delivers housing in accordance with the most up-to-date housing need assessments to ensure it delivers mixed communities which enhance the character of the area.

### NS22: Housing Mix and Density

#### Policy NS22: Housing Mix and Density

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

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

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

The final number of accessible and adaptable market dwellings delivered on site should reflect the policies in the Local Plan <sup>(44)</sup>.

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

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

## Housing 8

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

**Justification**

- 8.6** The DPD seeks to deliver a garden village with a distinctive identity where people want to live, work and spend time, providing high quality housing for future residents. To ensure the new settlement delivers the housing required to meet the needs of the district and local area, providing a mix of house sizes and tenures to create mixed multi-generational communities, the DPD housing policies will be read in conjunction with the housing policies in the Local Plan.
- 8.7** The Housing and Economic Development Needs Assessment (HEDNA), which was undertaken as part of the Local Plan assessment of housing need for the district, is the starting point. The HEDNA estimated the need for different sizes of both market and affordable homes over the plan period and identifies that, for both market and affordable housing, there is a need for a mix of house sizes. The HEDNA identified five sub-areas of the district; the new settlement falls within the eastern rural sub-area. The HEDNA will be updated periodically over the lifetime of this DPD and development must be considered against the most up to date HEDNA, latest evidence base and local assessments of housing need.
- 8.8** The District's overall housing mix is dominated by detached and semi-detached homes, with 3-bedroom properties being the most common size of property across the district. The HEDNA concludes that based on economic led forecasts there is a clear need across the district for market delivery to be focussed on 2 and 3 bedroom dwellings. This reflects the aging population, existing stock and the need to support people seeking to downsize.
- 8.9** A significant and increasing proportion of older people are owner-occupiers living in mainstream housing. Most people will, if they are able to do so, remain in their own homes, possibly adapting them for their changing needs. Providing homes designed and constructed so they can be adapted in the long term will help meet this need.
- 8.10** The Council will support proposals for homes which are wheelchair accessible or wheelchair adaptable that meet requirement M4(3) of the Building Regulations. <sup>(45)</sup>

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

## 8 Housing

### NS23: Affordable Housing

#### Policy NS23: Affordable Housing

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

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

Affordable dwellings should be built to be accessible and adaptable homes. In line with the policies in the Local Plan a percentage should be built as wheelchair accessible homes or bungalows. Where there is little or no identified demand for wheelchair accessible homes, the remainder of this percentage should be built as wheelchair adaptable homes or bungalows<sup>(46)</sup>.

#### Justification

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

#### Target

- 8.16** The Local Plan policies set the targets to address affordable housing need across the district. Currently this is set at 40% subject to viability. Reflecting the significant viability challenges associated with bringing forward new settlement proposals, flexibility of provision will be

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

## Housing 8

necessary and it is anticipated that delivery of affordable housing will be within a range of 20-40% depending on final infrastructure requirements and phasing proposals. This is not unique to Maltkiln but is reflective of the challenges around delivery of any large strategic sites in any part of England, particularly new communities.

- 8.17** The earlier phases have significant infrastructure requirements, as set out in Policy NS1: Development Framework, therefore early dialogue and up to date viability evidence and costing will be needed for each phase.

### Tenure

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

### Mixed communities

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

### Accessible and Adaptable Dwellings and Wheelchair User Dwellings

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

## 8 Housing

### NS24: Specialist Housing

#### Policy NS24: Specialist Housing

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

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

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

#### Justification

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

## NS25: Self and Custom Build Housing

### Policy NS25: Self and Custom Build Housing

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

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

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

### Justification

- 8.28** The National Planning Policy Framework (NPPF) requires local planning authorities to widen opportunities for home ownership by identifying the size, type, tenure and range of housing that is required in particular locations, reflecting local demand. The Government is committed to increasing the supply of housing and enable more people to build or commission their own home and make this form of housing a mainstream housing option. Self-build or custom build helps to diversify the housing market and increase customer choice. Self-build and custom housebuilders choose the design and layout of their home which can be innovative in both its design and construction <sup>(47)</sup>.
- 8.29** Self-build and custom housebuilding covers a wide spectrum, from projects where individuals are involved in building or managing the construction of their home from beginning to end, to projects where individuals commission their home, making key design and layout decisions, but the home is built ready for occupation ('turnkey') <sup>(48)</sup>.
- 8.30** The Self and Custom Housebuilding Act 2015 requires local authorities to keep a register of individuals and associations of individuals who are seeking to acquire serviced plots of land in order to build homes for those individuals to occupy. The number of entrants eligible for entry onto the Council's Self and Custom Build Register has grown in recent years with analysis of the register showing there is a demand for plots within the Green Hammerton, Kirk Hammerton, Cattal and Whixley area. Many entrants specify a district wide interest in a plot of land for a self or custom build property, rather than a preferred location.
- 8.31** This policy makes a specific requirement for 5% of all dwelling plots to be made available for sale to self-builders. The delivery to be phased across the life time of the development.
- 8.32** In line with the Regulations self or custom plots shall be delivered as a "serviced plot of land" which means a plot of land that—
- a. has access to a public highway and has connections for electricity, water and waste water, or
  - b. can be provided with those things in specified circumstances or within a specified period <sup>(49)</sup>.

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

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

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



## 8 Housing

- 8.33** It is expected that plots will be delivered in small groups or clusters of dwellings phased to meet the demand on the register over the life of the development of Maltkiln. Plots will be secured through a legal agreement. It is expected that plots will be made available and marketed as self build plots appropriately for at least 12 months. For each phase a delivery and marketing statement will be required which will set out how the plots will be distributed, phased, delivered and marketed.
- 8.34** If after this time, plots have not sold, they may be built out by the developer who will first be required to demonstrate to the local planning authority that appropriate marketing has taken place before self-build plots can be released for development with conventional market housing. In demonstrating that plots have been appropriately marketed developers will be required to provide copies of sales particulars, including the guide price, a schedule of the advertising that has been carried out including dates, the number of sales particulars distributed, along with a breakdown of where the enquiries resulted from, details of interest, viewings, resulting offers and why they were dismissed, and details of the periods when a 'for sale' board was displayed.
- 8.35** For the purpose of this policy, the terms custom and self build relate to a range of dwellings which may be based on:
- Self build homes: where a person manages the design and construction and may undertake some of the building work or contract it to others.
  - Contractor built homes: after deciding on a design, a contractor is employed to do all of the building work.
  - Independent community collaboration: where a group of people acquire a site and split it into plots for self build homes, which may include sharing labour and expertise.
  - Supported community self build: where a social landlord or a similar supportive body helps people build a group of homes together.
- 8.36** In considering whether a home is a self-build or custom build home, relevant authorities must be satisfied that the initial owner of the home will have primary input into its final design and layout.
- 8.37** Off-plan housing, homes purchased at the plan stage prior to construction and without input into the design and layout from the buyer, are not considered to meet the definition of self-build and custom housing <sup>(50)</sup>.

## Local Centre 9

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

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

Services and facilities should be provided in a single centre at the heart of the development as shown on the Development Framework and adjacent to the railway line, well served by public transport and a cycle path network, and within reasonable walking distance of all parts of the development.

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

- mixed retail, including a large range of unit size and spaces which support independent retail and entrepreneurship (selling convenience and comparison goods);
- business and commercial uses (including office space, banks, post office etc)
- leisure and entertainment facilities (such as food and drink outlets);
- health and community facilities (including a health centre, faith spaces and arts/cultural facilities);
- civic spaces;
- residential units above retail and commercial premises;
- uses that support the creation of a night-time economy
- extra care

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

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

## 9 Local Centre

### Justification

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

## NS27: Employment

### Policy NS27: Employment

Maltkiln should provide for 5ha of employment land as shown on the Development Framework. This land should:

- provide a balanced range of employment opportunities
- provide a range of training opportunities for local people to improve skills and 'work-readiness'
- provide suitable shared space, with all necessary infrastructure to enable the provision of Ultrafast Fibre to the Premises (FttP) broadband
- provision of small-scale commercial opportunities and flexible business space
- provide a range of Class E and B employment space
- provide for non-office employment space as small-medium workshop units clustered together

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

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

### Justification

- 9.12** The community will benefit from accessibility to a range of employment opportunities which will be facilitated strategically by Cattal station, in the core of the new settlement, and within 5-15 mins walking distance from all residential neighbourhoods.
- 9.13** Small-scale commercial opportunities and flexible business space including start-up units such as office, workshop or studio; suitable for small local businesses such as art studios, light engineering and fabrication and producers of small scale foods, goods and services should be included.
- 9.14** Access to broadband is vital for growing a sustainable local economy for education and home-working and is now widely accepted as an essential utility, important to homes and businesses alike. The NPPF states that advanced, high quality and reliable communications infrastructure is essential for economic growth and well-being and therefore it is important that all new residential, employment and commercial development to provide the means to enable connection.

## 9 Local Centre

### NS28: Education

#### Policy NS28: Education Provision

To meet the educational needs of the population of Maltkiln, the following will be required to be provided as shown on the Development Framework:

- appropriate early years provision;
- one 420 space primary school (2.40ha);
- one 420 space primary school which includes site for future expansion to 630 places (3.50ha);
- financial contributions towards secondary school provision at Boroughbridge High School or provision of secondary school on-site within the safeguarded land shown on the Development Framework whichever is necessary;

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

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

All proposals for the provision of new schools should ensure that they conform with and fulfill the requirements of the most recent DfE Output Specification, General Design Brief <sup>(51)</sup> and must submit a Site Suitability Checklist as part of any planning application.

The use of school facilities for other community uses such as sport, meeting spaces, learning, outdoor, arts and business should be encouraged and formalised through the use of Community Use Agreements where appropriate.

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

## Justification

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

## 9 Local Centre

### NS29: Social and Community Facilities

#### Policy NS29: Social and Community Facilities

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

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

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

- health care facility incorporating GP consulting rooms, dentist, pharmacy;
- flexible community centre/room;
- nursery

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

#### Justification

- 9.21** Social and community facilities perform an important role in stimulating and supporting social cohesion and interaction. Community provision can be multi-functional indoor and outdoor space supporting a range of activities for different users and groups.
- 9.22** Facilities that are located in close proximity to the communities they serve and have good accessibility achieve a number of benefits. They reduce the need to travel longer distances, encourage more sustainable modes of transport, and help to engender a sense of ownership of the facilities by the community, which in turn contributes to climate change mitigation, public health and well-being and community cohesion.
- 9.23** The aim of Maltkiln is to embrace healthy lifestyles and the Council have been working with stakeholders such as the North Yorkshire Clinical Commissioning Group (CCG) to make them aware of the proposals and understand how they might wish to see Primary Care and additional health services delivered from the site. With the proposed numbers of new residents, clearly this will have a significant impact on all aspects of the health economy in the area. Working with the CCG, the aim to ensure that the correct health provision is made at the correct time and in correct places. Flexibility will be built into the approach and the Council will continue with all arms of the health economy to deliver facilities which complement the existing provision and are flexible and sustainable to provide healthcare services fit for the 21st century.

## Local Centre 9

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



## 10 Access and Movement

- 10.1** The NPPF (July 2021) seeks to encourage development of transport solutions that support reductions in congestion and greenhouse gas emissions. It also outlines that new developments should promote sustainable transport, taking opportunities to promote walking, cycling and public transport. A hierarchy of users is also set out that states developments should “give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use”.
- 10.2** Harrogate District Local Plan Policy T11 also looks to promote a sustainable transport system across the District; the key strategic elements of which are:
- Improving road and rail connections both within the district and to the wider area, in particular the improvement of the Leeds-Harrogate-York railway
  - Ensuring development proposals seek to minimise the need to travel and achieve more sustainable travel behaviour
  - Promoting improvements to public transport, including the provision of better parking at rail stations and park and ride facilities, the creation of walking and cycling routes, provision of electric vehicle charging points for both cars and bikes, the Harrogate car-share scheme
- 10.3** Policy DM4 of the Local Plan provides the strategic context for the preparation of this DPD. Specifically in relation to transport it requires ‘The provision of supporting transport infrastructure including managing the impact of traffic on the strategic and local road network, provision of appropriate public transport (services and infrastructure) serving the new settlement including the enhancement and improvement of Cattal and Hammerton rail stations and a comprehensive network of walking and cycling routes linking residential areas to public transport and local centres, schools and employment areas and providing good connectivity with adjoining areas.
- 10.4** The transport policies within this section look to deliver the requirements set out in DM4 and reflect the key strategic elements of T11.

## NS30: Sustainable Travel and Connectivity

### Policy NS30: Sustainable Travel and Connectivity

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

This will be achieved by:

- Providing key services, leisure, retail, education and employment opportunities within Maltkiln to reduce the need to travel to other places to access these services and facilities;
- Prioritising sustainable modes of travel; Maltkiln will be based on a modal hierarchy of provision as set out in policy NS5;
- Providing a safe, integrated and direct network of footpaths and cycleways to encourage active travel and reduce reliance on cars;
- Focusing development around Cattal Station to provide an excellent rail hub that serves the community with a regular rail connection to Harrogate, York and Leeds;
- Providing a high quality bus service, to serve Maltkiln and surrounding communities, that can adapt to take into account emerging forms of public transport provision;

## Access and Movement 10

- Providing improvements to the wider highway network;
- The preparation of a settlement wide Framework Travel Plan and subsidiary travel plans to cover all residential areas, schools, employment sites, local centre and the rail station

### Justification

- 10.5** A key priority is to reduce the need to travel. Layout and service provision should reduce the need to travel and facilitate short, local trips by non-car modes. With 15% <sup>(52)</sup> of people in the local area already working from home, there is an opportunity for the development at Maltkiln to build on this through the use of technology and on-site facilities to create an environment where this can be encouraged. Containing trips in this way will minimise the amount of vehicles using the wider highway network, in particular the A59.
- 10.6** Maltkiln will be based on the modal hierarchy set out in Policy NS5 which highlights the priority given to different modes of travel and ensures suitable and appropriate infrastructure is provided to cater for safe and sustainable travel within the new settlement, and connecting to neighbouring settlements. Integration of sustainable transport modes is essential to ensure their use is considered preferable, to the private car, to those within the new settlement. Provision of sustainable travel infrastructure in the earliest phases of development will help entrench sustainable travel behaviour in the occupants of Maltkiln.
- 10.7** Maltkiln will be a community where active travel (walking and cycling) will be the mode of choice for internal trips. This will be facilitated through the provision of high quality, safe, direct walking and cycling infrastructure to link the settlement together. Good walking and cycling connections to the nearby communities of Cattal, Green Hammerton and Kirk Hammerton will also facilitate the use of active modes of transport to, from and within the new settlement.
- 10.8** Focusing development around Cattal Station, alongside enhancements to station facilities, including improved car and cycle parking and effective bus connections will ensure convenient access to rail services to Harrogate, York and Leeds. Enhanced service frequency to two trains per hour make this mode of transport an attractive alternative to the private car.
- 10.9** The new settlement will also need to cater for bus travel to further enhance connectivity by public transport, particularly for areas not served by the rail services. Bus provision including, conveniently located bus stops will be required to support trips within the new settlement and trips to areas outside the settlement.
- 10.10** Reducing reliance on the private car will be important in order to reduce the impact of development on the surrounding highway network, and in particular the A59. This will be achieved in part via a trip budget approach to managing vehicles as set out under policy NS37 to be based on a 'decide and provide' approach. Given the scale of development at Maltkiln there is a real opportunity to deliver ambitious reductions in car reliance. Wider highway improvements and mitigation measures are required to support the development of Maltkiln and these are set out in policy NS36. A Transport Assessment will be required for each phase of development and additional measures may be required as a result. All measures will be secured by legal agreement.

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

## 10 Access and Movement

- 10.11** A settlement wide Framework Travel Plan shall be prepared in order to set out the actions and measures that will be put in place to support sustainable travel. It should include settlement wide targets (modal split and trip generation) and also include measures to demonstrate how each phase of the development will contribute towards meeting the overall trip budget as well as proposals for on-going trip monitoring.
- 10.12** Subsidiary travel plans will be required that are tailored to different character areas, such as individual land uses, to demonstrate how the development will contribute to sustainable travel and the mitigation of any significant traffic impacts. Subsidiary travel plans should include measures to demonstrate that the support needed by different demographic groups, such as those with reduced mobility, to enable sustainable travel behaviour will be provided. Further information on travel plans is set out in policy NS5: Net Zero Carbon and Active Travel.

## Access and Movement 10

## NS31: Walking and Cycling

**Policy NS31: Walking and Cycling**

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

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

**Justification**

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

## 10 Access and Movement

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

## NS32: Cycle Parking and Storage

### Policy NS32: Cycle Parking and Storage

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

Cycle parking should be provided to at least the minimum standards set out in table 7.1

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

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

### Justification

- 10.20** The provision of safe, secure and easily accessible cycle parking is important to encourage cycling. Convenience and security are important considerations when providing cycle parking. This applies equally to provision within new residential development as to trip destination parking.
- 10.21** In new residential development covered, secure cycle parking should be provided that is readily accessible without the need to go through the house. For apartments, this should comprise communal, secure parking close to the entrance of the block.
- 10.22** Trip destination cycle parking should be located in an area which has regular passing pedestrian traffic. This provides informal supervision and increases the security of the facilities. Short stay parking should be located as close as possible to the destination and need not necessarily be undercover. Long stay cycle parking should be provided where the user is expected to stay for more than 3 hours. This should be located near to the destination, be covered and secure.
- 10.23** Cycle parking should consider the needs of all potential users and the range of cycles which will use the facilities including non-standard and electric bikes.
- 10.24** Table 7.1 below sets out the minimum standards required for cycle parking. An assessment should always be made as to whether an increase above the minimum standards is necessary or advantageous, for example within the local centre. A significant number of secured and covered cycle parking spaces should be provided at Cattal Station; the number to be agreed with the Local Planning Authority, in consultation with Network Rail.

Land use	Sub-category	Minimum requirement
Residential	Private dwellings	1 space per bedroom (up to a maximum of 4 spaces)
	Care Facilities	1 space per 6 staff
Retail	Less than 200m <sup>2</sup>	1 space per 100m <sup>2</sup>
	Greater than 200m <sup>2</sup>	1 space per 200m <sup>2</sup>

## 10 Access and Movement

Land use	Sub-category	Minimum requirement
Employment	Offices	1 space per 150m <sup>2</sup>
	Industry	1 space per 200m <sup>2</sup>
Education	Primary/Secondary schools	1 space/ 5 staff, plus 1 space /5 pupils

**Table 10.1**

## Access and Movement 10

**NS33: High Quality Public Transport - Rail Infrastructure****Policy NS33: High Quality Public Transport: Rail Infrastructure**

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

- enhanced seating and waiting facilities
- secure, covered cycle parking, including for electric and non-standard bikes
- bike share
- new bus stops and waiting shelters within close proximity of the station
- real time train and bus information
- drop off points for taxis
- additional car parking, including provision for electric vehicles and dedicated car club spaces in line with policy NS37
- package delivery lockers

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

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

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

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

**Justification**

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



## 10 Access and Movement

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

## Access and Movement 10

**NS34: High Quality Public Transport - Bus Provision****Policy NS34: High Quality Public Transport: Bus Provision**

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

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

**Justification**

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

## 10 Access and Movement

### NS35: Street Hierarchy

#### Policy NS35: Street Hierarchy

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

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

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

Residential streets should be designed to

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

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

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

## NS36: Highway Mitigation and Improvements

### Policy NS36: Highway Mitigation and Improvements

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

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

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

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

### Justification

- 10.40** The principal road link in the vicinity of Maltkiln is the A59. At a strategic level this acts as an important east-west link across the north of England and at the local level connects Harrogate and Knaresborough to York as well as connecting to the A1(M) at junction 47. High level traffic modelling work to support the Local Plan did not indicate an immediate need to dual the A59, however link capacity indicated that there may be a need in the future to dual the route. More detailed assessment work undertaken to support an outline planning application has indicated the likely need to dual the A59 to the west of the site to the A1(M) junction before the completion of the new settlement.
- 10.41** Junction 47 on the A1(M) has recently been the subject of improvements; further works will be required to support the development of Maltkiln and a scheme has been developed <sup>(53)</sup> for which a financial contribution will be required, secured through a S106 contribution.
- 10.42** The principal vehicular access points to Maltkiln will be via two accesses from the A59 to the north of the settlement, and a new link road to the south connecting Maltkiln with the A168. Maltkiln straddles the Leeds-Harrogate-York rail line and a new vehicular bridge will be provided to facilitate the crossing of the rail line, linking the two halves of the settlement.
- 10.43** Junction improvements have been identified at Whixley crossroads and Gilsthwaite Lane. Further highway mitigation and improvement measures may be deemed necessary following the submission of transport assessments associated with each phase of development.
- 10.44** Trigger points for delivery of mitigation measures will be based on a trip budget approach and vehicular trip rates, to be agreed with the LHA. This will require monitoring of vehicular trip rates, generated from the site, at key access points to / from the new settlement.

## 10 Access and Movement

Monitoring will need to be operational from the construction of the first phase of development and continue until after the development is fully occupied. The results of the monitoring will inform if the trigger point for the identified mitigation measures has been met and/or exceeded; if the average recorded traffic flows at any of the access points is over the identified trigger point for two consecutive months in any 12-month period, the construction of the identified mitigation measures will need to commence.

## NS37: Minimising Car Usage

### Policy NS37: Minimising Car Usage

#### Vehicle trip budget

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

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

#### Car Parking

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

A car parking ratio of 1 space per home or less in accordance unless applicants can demonstrate a clear parking reduction strategy, including timescales, for how they will achieve the target if this is not achievable on first occupation. This strategy may include higher levels of provision in early years to avoid parking littering, but these should be largely unallocated spaces which can be reallocated to other uses over time in line with monitoring and review at least every 5-years in perpetuity.

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

#### Travel Demand Management

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

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

### Justification

**10.45** In order to manage the level of vehicular traffic on the A59 a total trip budget has been set. Each phase of development will need to demonstrate that it can be satisfactorily accommodated within the overall trip budget. Modal shift, trip and parking levels will need to be regularly monitored to ensure the trip budget can be met. Monitoring of trip rates will also identify if further measures are required to reach targets/objectives and encourage modal shift to more sustainable modes. In order to identify when mitigation measures are required vehicular trip rates, generated from the site, will need to be monitored at key access points to/from the new settlement. As referred to above, under Policy NS36, once a defined threshold for mitigation has been met or exceeded this will trigger the need to provide identified mitigation measures.

**10.46** The level of car parking provided in Maltkiln is an important factor in influencing residents and those visiting Maltkiln for work or leisure to make more sustainable travel choices. A more restrictive approach to car parking is important to support the principle of the trip budget. Therefore the ambition is for 1 space per home or less. However, it is recognised

## 10 Access and Movement

that higher levels of provision may be necessary in early years to ensure a high-quality environment. The majority of spaces should be unallocated, with ownership vested in an appropriate stewardship vehicle, so that spaces can be reallocated over time if evidence of changing demand is revealed. Regular monitoring of their use through remote or traditional surveys, supported by provision of non-car infrastructure and services and targeted travel plans to facilitate modal shift should enable this to happen.

- 10.47** Unallocated parking that serves residential needs should be easily accessible and near to the homes they serve. This is particularly important for dwellings designed as wheelchair accessible or wheelchair adaptable homes, where the use of 'disabled-only' restrictions should also be considered. Management of unallocated parking by a stewardship vehicle must include the ability for residents, where appropriate, to apply and secure a 'disabled-only' restriction, for example, if their needs change.
- 10.48** Travel demand management includes measures that support a reduction in car usage by making people aware of the full range of transport options available. Maltkiln will include a central mobility hub at Cattal Station that provides complementary, co-ordinated, easily accessible sustainable modes of travel. Real time travel information will be provided to link up the different modes and attract its use.
- 10.49** The mobility hub will need to connect to a network of defined satellite hubs to provide services to connect people across the settlement through sustainable travel as well as offering good quality public realm.
- 10.50** There is no defined or “one-size fits all” approach for the provision of a mobility hub, so the components will need to be reflective of and adaptive to Maltkiln and be clearly set out in the settlement wide travel plan.
- 10.51** Car Clubs reduce the need for ownership of a private car, whilst retaining accessibility and flexibility, without the need to maintain a vehicle. A car club should be established in the new settlement with arrangements put in place for its long term management. The car club fleet should comprise low carbon vehicles, principally EVs and the mobility hub(s) should include EV charging infrastructure e.g. EV charging bays.
- 10.52** Shared mobility can help reduce issues of congestion and over-reliance on the private car and the perceived need for car ownership. Shared mobility should be supported and encouraged in the new settlement through promotion of the following measures which can be encapsulated in a Mobility as a Service (MaaS) approach; which integrates various forms of transport services into a single mobility service that can be accessed on demand to facilitate seamless travel across modes to travel from origin to destination.
- Car sharing - potentially through online car sharing apps or workplace programmes.
  - Bike (or scooter) sharing – short term use of micro-mobility modes to provide alternative mode options for travel and potential multi-modal travel for longer journeys.
  - Ride pooling / shared taxi – people use an app or website to book a taxi ride that they share with someone on a similar journey route. This provides the convenience of a taxi with reduced fares due to the sharing element but can potentially result in slightly longer journey times.

## Delivering the New Settlement



## 11 Delivery and Phasing

- 11.1** The NPPF states that plans should set out and make sufficient provision for infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, and the provision of minerals and energy. They should also set out the levels and type of infrastructure required such as that needed for education, health, transport, flood and water management, green and digital infrastructure and the contributions expected from development.
- 11.2** Work on infrastructure requirements, costings, delivery and implementation continues through the preparation of the DPD and is an iterative process. Initial information is contained in the table below:

## Delivery and Phasing 11

Infrastructure Project	Location	Short Term 2023-2028	Medium Term 2028-2033	Long Term 2033+	Trigger(s) for Timing of Delivery	Delivery Lead	Delivery Partners and Stakeholders	Indicative Cost (£)	Delivery Mechanism/Funding Source	Prioritisation 1 Critical 2 Necessary 3 Important
Junction 47 Upgrade	A1(M) Junction 47	x	x	x	Related to completion of certain number of homes at the new settlement. Exact quantum to be determined as part of preparation of New Settlement DPD	NYCC	Highways England, LEP, HBC, New Settlement developer(s)	£21,367,500	Developers, External funding	1
A59 Eastern Roundabout	The roundabout at the northern end of the main site spine road on the A59 (referred to as New Larger Roundabout on A59)	x	x		Unknown at this stage - to be agreed with NYCC	Developer	NYCC, Developer	£986,875	Developer	1
Scate Moor Lane	Road link to Scate Moor Lane, plus associated improvements to facilitate connection to A168 and A1(M)	x	x					£2,500,000		1
Over Railway Bridge		x	x					£8,200,790		1

Infrastructure Project	Location	Short Term 2023-2028	Medium Term 2028-2033	Long Term 2033+	Trigger(s) for Timing of Delivery	Delivery Lead	Delivery Partners and Stakeholders	Indicative Cost (£)	Delivery Mechanism/Funding Source	Prioritisation 1 Critical 2 Necessary 3 Important
Rail Line Improvements	Harrogate-York		x		Triggers to be agreed with Network Rail	Network Rail	NYCC, LEP, Northern	£12,500,000	LEP, NYCC, Network Rail	2
Enhancements to bus services to serve new development	York-Hammerton Boroughbridge Ripon service		x	x	Triggers to be agreed with bus operator	Bus company	NYCC, Bus company, developer	£1,500,000	Developer	2
Station Improvements - Cattal Railway Station	Cattal and Hammerton - Local Centre Car Parks (north and south of railway line)			x	Actual timing to be agreed with Network Rail and NYCC	Network Rail	NYCC, Developers, Network Rail	£650,000	Developer, Network Rail	2
Works to Cattal Lane/Station Road	Works both north and south of railway line - associated with the closure of the level crossing at the station		x			Developers	Developers, NYCC	£121,000	Developer	2
Cycle Routes within New Settlement	Cattal and Hammerton			x	Build out of New settlement phases	Developers	NYCC, HBC, Cycle Forum	Unknown at this stage	Developers, External funding	1
New Pedestrian/ Cycleway Footbridge			x		Actual timing to be agreed with NYCC	Developers	NYCC, Developers	£2,309,647	Developer	1

Delivery and Phasing 11

Infrastructure Project	Location	Short Term 2023-2028	Medium Term 2028-2033	Long Term 2033+	Trigger(s) for Timing of Delivery	Delivery Lead	Delivery Partners and Stakeholders	Indicative Cost (£)	Delivery Mechanism/Funding Source	Prioritisation 1 Critical 2 Necessary 3 Important
Electricity Network	Upgrading of Cable along A59 - classed as "Off-site works" and "Network Operator Costs"	x			Actual timing to be agreed with Northern power Grid	Northern Power Grid,	Northern Power Grid, Developer	£12,893,352	Agreement between utility companies and developers	1
Gas Supply	New supply - connections to existing gas network at Flaxby	x			Actual timing to be agreed with Northern Gas Network	Northern Gas Network	Northern Gas Network, Developer	£2,226,000	Agreement between utility companies and developers	2
Water Supply - Reinforcement of existing network including new/extended service reservoir and additional water mains	Kirk Hammerton	x			Actual timing to be agreed with Yorkshire Water	Yorkshire Water	Yorkshire Water, Developer	£4,391,100	Agreement between utility companies and developers	1
										1
Enhancements to Waste Water Treatment Centre	Unknown at this stage		x			Yorkshire Water	Yorkshire Water, Developer	Unknown at this stage		1

Infrastructure Project	Location	Short Term 2023-2028	Medium Term 2028-2033	Long Term 2033+	Trigger(s) for Timing of Delivery	Delivery Lead	Delivery Partners and Stakeholders	Indicative Cost (£)	Delivery Mechanism/Funding Source	Prioritisation 1 Critical 2 Necessary 3 Important
Foul water infrastructure Charge		x						£980,448		1
BT	Telephone connections	x				BT	BT, Developer	£1,207,500		2
Contribution to existing school places		x			Actual timing to be agreed with NYCC	NYCC	Developer through S106		Developer through S106 and NYCC capital programme	2
1 x 420 place school (24,172 sq m) - requirement of one 420 FE with nursery provision	North of railway	x	x				Developers, School Governors	£13,596,000		2
1 x 420 place school (24,172 sq m) with land for expansion to 630 places (10,926sq m)			x	x						2
Provision of 11 additional classrooms at Boroughbridge High School	Boroughbridge High School or on site. Decision still to be made whether the provision should be on-site or financial contributions to	x	x					£10,552,360		2

## Delivery and Phasing 11

Infrastructure Project	Location	Short Term 2023-2028	Medium Term 2028-2033	Long Term 2033+	Trigger(s) for Timing of Delivery	Delivery Lead	Delivery Partners and Stakeholders	Indicative Cost (£)	Delivery Mechanism/Funding Source	Prioritisation 1 Critical 2 Necessary 3 Important
	the expansion of Boroughbridge High School									
GP Surgery: 1200 sq m	New Health Centre		x		Actual timings to be agreed with the CCG	CCG	Developers, CCG	£1,155,000	Developer and external funding	2
Public open space (parkland)	Throughout the site	x	x		To be confirmed	Developers, HBC	£1,293,738	2		
Sports pitches/Sports hub	Exact location to be agreed	x	x			Developers, HBC, NGBs	£1,900,800	2		

Table 11.1

## Monitoring

## Monitoring Framework 12

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

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



## 4.2 Monitoring Framework

Policy	Indicator number	Indicator	Target	Monitoring frequency	Data source	Delivery partners	Trigger	Action	Further information
		and demonstrate ability to upgrade fibre capacity to at least 100Gbs							
	NS6/2	Proportion of detailed proposals that incorporate suitable building scale smart infrastructure	All relevant detailed proposals incorporate suitable building scale smart infrastructure	Annual	Records of planning applications		Not all relevant detailed proposals incorporate suitable building scale smart infrastructure	Review development management process	
NS7: Net Zero Carbon Energy Supply and Use	NS7/1	Proportion of proposals supported by, or in-line with (as appropriate), an acceptable Net Zero Carbon Energy Strategy	All relevant proposals are supported by, or in-line with (as appropriate), an acceptable strategy	Annual	Records of planning applications		Not all relevant developments have demonstrated compliance with Net Zero Carbon Energy Strategy requirements	Review development management process	
NS8: Embodied Carbon, Circular Economy and Life-cycle Emissions	NS8/1	Proportion of proposals supported by an acceptable Embodied Carbon, Circular Economy and Life-cycle Emissions Strategy	All relevant proposals are supported by an acceptable strategy	Annual	Records of planning applications		Not all developments are supported by an acceptable Embodied Carbon, Circular Economy and Life-cycle Emissions Strategy	Review development management process	
NS9: Supporting Inclusive Flexible Living and Working	NS9/1	Proportion of proposals supported by, or in-line with (as appropriate), an acceptable Flexible Living and Working Strategy	All relevant proposals are supported by, or in-line with (as appropriate), an acceptable strategy	Annual	Records of planning applications		Not all relevant developments have demonstrated compliance with Flexible Living and Working Strategy requirements	Review development management process	

## Monitoring Framework 12

Policy	Indicator number	Indicator	Target	Monitoring frequency	Data source	Delivery partners	Trigger	Action	Further information
	NS9/2	Proportion of approved Flexible Living and Working Strategies that are being reviewed in light of monitoring and, where necessary, updated at least every five years	All approved Climate Resilience Strategies are reviewed at least every five years during delivery	Annual	Further consideration to be given to establishing appropriate data sources, triggers and actions, and whether deliver partners may be identified				
NS10: Climate Resilience	NS10/1	Proportion of proposals supported by an acceptable Climate Resilience Strategy	All relevant proposals are supported by an acceptable Climate Resilience Strategy	Annual	Records of planning applications		Not all developments are supported by an acceptable Climate Resilience Strategy	Review development management process	
	NS10/2	Proportion of approved Climate Resilience Strategies that are being reviewed in light of monitoring and, where necessary, updated at least every five years	All approved Climate Resilience Strategies are reviewed at least every five years during delivery	Annual	Further consideration to be given to establishing appropriate data sources, triggers and actions, and whether deliver partners may be identified				
NS11: Flood Risk and Drainage	NS11/1	Proportion of proposals approved contrary to Environment Agency (EA) advice	No approvals where the EA initially objected unless with conditions satisfactory to the EA	Annual	Further consideration to be given to establishing appropriate data sources, triggers and actions, and whether deliver partners may be identified				

## 4.2 Monitoring Framework

Policy	Indicator number	Indicator	Target	Monitoring frequency	Data source	Delivery partners	Trigger	Action	Further information
	NS11/2	Proportion of proposals approved contrary to Lead Local Flood Authority (LLFA) advice	No approvals where the LLFA initially objected unless with conditions satisfactory to the LLFA	Annual	Further consideration to be given to establishing appropriate data sources, triggers and actions, and whether deliver partners may be identified				
NS12: Green and Blue Infrastructure	NS12/1	Proportion of proposals supported by an acceptable Green Blue Infrastructure Strategy	All relevant proposals are supported by an acceptable Green Blue Infrastructure Strategy	Annual	Records of planning applications		Not all developments are supported by an acceptable Green Blue Infrastructure Strategy	Review development management process	
NS13: Biodiversity Net-Gain	NS13/1	Proportion of proposals that set out how they contribute to achieving 10% biodiversity net gain	Delivery of a minimum of 10% biodiversity net gain	Annual	Further consideration to be given to establishing appropriate data sources, triggers and actions, and whether deliver partners may be identified				
NS14: Open Space and Sport Provision	NS14/1	Amount of open space permitted and completed		Annual	Further consideration to be given to establishing appropriate target, data sources, triggers and actions, and whether deliver partners may be identified				
NS15: Protecting Aubert Ings SSSI	NS15/1	Proportion of proposals supported by, or in-line with (as appropriate), an acceptable Aubert Ings SSSI Impact Assessment	All relevant proposals are supported by, or in-line with (as appropriate), an acceptable assessment	Annual	Records of planning applications		Not all relevant developments have demonstrated compliance	Review development management process	

## Monitoring Framework 12

Policy	Indicator number	Indicator	Target	Monitoring frequency	Data source	Delivery partners	Trigger	Action	Further information
	NS15/2	Proportion of relevant proposals that contribute to provision of semi-natural destination points at Doodle Hills and Cattal Belt	All relevant proposals contribute to provision of these semi-natural destination points	Annual	Records of planning applications		Not all developments have demonstrated compliance	Review development management process	
NS16: Designated Heritage Assets- Kirk Hammerton Conservation Area, Old Thornville and Providence House	NS16/1	Proportion of relevant proposals demonstrating compliance with policy	All relevant developments demonstrate compliance	Annual	Records of planning applications		Not all developments have demonstrated compliance	Review development management process	
NS17: Designated Heritage Asset- Cattal Bridge	NS17/1	Proportion of relevant proposals demonstrating compliance with policy	All relevant developments demonstrate compliance	Annual	Records of planning applications		Not all developments have demonstrated compliance	Review development management process	
NS18: Designated Heritage Asset- Church of St John the Baptist, Hunsingore	NS18/1	Proportion of relevant proposals demonstrating compliance with policy	All relevant developments demonstrate compliance	Annual	Records of planning applications		Not all developments have demonstrated compliance	Review development management process	
NS19: Designated Heritage Asset- Milestone near Providence House	NS19/1	Proportion of relevant proposals demonstrating compliance with policy	All relevant developments demonstrate compliance	Annual	Records of planning applications		Not all developments have demonstrated compliance	Review development management process	

## 4.2 Monitoring Framework

Policy	Indicator number	Indicator	Target	Monitoring frequency	Data source	Delivery partners	Trigger	Action	Further information
NS20: Archaeology	NS20/1	Proportion of relevant proposals demonstrating compliance with policy	All relevant developments demonstrate compliance	Annual	Records of planning applications		Not all developments have demonstrated compliance	Review development management process	
NS21: Non-Designated Heritage Assets	NS21/1	Proportion of relevant proposals demonstrating compliance with policy	All relevant developments demonstrate compliance	Annual	Records of planning applications		Not all developments have demonstrated compliance	Review development management process	
NS22: Housing Mix and Density	NS22/1	Housing mix by number of bedrooms	Developments provide housing mix that accords with the HEDNA or other acceptable evidence	Annual	Records of planning applications and delivery		Acceptable housing mix not secured	Review development management process	
	NS22/2	Percentage of market homes that are 'accessible and adaptable'	Developments of 10 or more homes provide at least 25% of market units as accessible and adaptable	Annual	Records of planning applications		At least 25% of market units on developments of 10 or more homes not secured as accessible and adaptable	Review development management process	
	NS22/3	Density of development	Average net density of development of 30 dwellings per hectare or higher	Annual and cumulatively	Records of planning applications		Acceptable density not secured	Review development management process	
NS23: Affordable Housing	NS23/1	Number of affordable homes permitted and completed	Eligible developments provide required affordable housing percentage	Annual	Records of planning applications and delivery		Less than required percentage secured on eligible developments	Review development management process	

## Monitoring Framework 12

Policy	Indicator number	Indicator	Target	Monitoring frequency	Data source	Delivery partners	Trigger	Action	Further information
	NS23/2	Percentage of affordable homes permitted and completed that are accessible and adaptable	100% or affordable homes are accessible and adaptable	Annual	Records of planning applications and delivery		Less than required percentage secured	Review development management process	
	NS23/3	Percentage of affordable homes permitted and completed that are wheelchair accessible or wheelchair adaptable or bungalows	100% or affordable homes are wheelchair accessible or wheelchair adaptable or bungalows	Annual	Records of planning applications and delivery		Less than required percentage secured	Review development management process	
NS24: Specialist Housing	NS24/1	Number of specialist housing units permitted and completed	Number of specialist housing units meets acceptable evidenced of local need	Annual	Records of planning applications and delivery		Less than evidenced requirement is secured	Review development management process	
NS25: Self and Custom Build Housing	NS25/1	Number of self and custom build housing plots permitted and completed (marketed)	Development provides at least 5% of housing plots as self and custom build plots	Annual	Records of planning applications and delivery, an estate agency listings		Less than 5% of housing plots are secured as self and custom build plots and then marketed	Review development management process and appropriateness of enforcement action	
	NS25/2	Number of detailed proposals on self and custom build plots permitted and completed	Further consideration to be given to establishing an appropriate target, frequency of monitoring, data sources, triggers and actions, and whether deliver partners may be identified						
NS26: Local Centre	NS26/1	Size and compliance							

## 4.2 Monitoring Framework

Policy	Indicator number	Indicator	Target	Monitoring frequency	Data source	Delivery partners	Trigger	Action	Further information
NS27: Employment	NS27/1	Design codes							
		Amount of land permitted and developed for new employment uses	Minimum 5ha of land permitted and developed for employment uses		Further consideration to be given to establishing appropriate data sources, triggers and actions, and whether deliver partners may be identified				
NS28: Education	NS6/1; NS9/1	Policy NS27 requirements relating to home working and flexible working monitored through indicators associated with other DPD policies as follows: Broadband infrastructure- NS6/1; Flexible use of rooms and provision of flexible co-working space- NS9/1;							
	NS28/1	Progress on delivery of early years provision	Further consideration to be given to establishing an appropriate target, frequency of monitoring, data sources, triggers and actions, and whether deliver partners may be identified						
	NS28/2	Progress on delivery of primary school provision	On-site delivery of one 420 space school (2.4ha) and one 420 space school on a site capable of accommodating future expansion to 630 spaces (3.5ha)	Further consideration to be given to establishing an appropriate frequency of monitoring, data sources, triggers and actions, and whether deliver partners may be identified					
	NS28/3	Progress on delivery of secondary school provision	Based on the view of the local education authority as to the most appropriate approach, either securing financial contributions for expanded provision at Boroughbridge High School and delivery of provision, or delivery of new school provision on-site	Further consideration to be given to establishing an appropriate frequency of monitoring, data sources, triggers and actions, and whether deliver partners may be identified					
NS29: Social and Community Facilities	NS29/1	Amount of net floorspace permitted and completed for D1 and sui generis	Satisfactory progress in delivery of at least the minimum required on-site social and community facilities,	Further consideration to be given to establishing an appropriate frequency of monitoring, data sources, triggers and actions, and whether deliver partners may be identified					

## Monitoring Framework 12

Policy	Indicator number	Indicator	Target	Monitoring frequency	Data source	Delivery partners	Trigger	Action	Further information
		uses that fulfill a community or leisure use	specifically: health care facilities (including GP consulting rooms, dentist, pharmacy); flexible community centre						
	NS28/1	Policy NS29 requirements relating to day care and nursery provision monitored through indicators associated with other DPD policies as follows: Early years provision- NS28/1							
NS30: Sustainable Travel and Connectivity	NS30/1	Proportion of proposals supported by, or in-line with (as appropriate), an acceptable settlement-wide Framework Travel Plan (FTP)	All relevant proposals are supported by, or in-line with (as appropriate), an acceptable FTP	Annual	Records of planning applications		Not all relevant developments have demonstrated compliance	Review development management process	
	NS30/2	Proportion of proposals supported by, or in-line with (as appropriate), an acceptable neighborhood level subsidiary travel plan	All relevant proposals are supported by, or in-line with (as appropriate), an acceptable subsidiary travel plan	Annual	Records of planning applications		Not all relevant developments have demonstrated compliance	Review development management process	
	NS34/1	Policy NS30 requirements relating to provision of a high quality bus service is monitored through indicators associated with other DPD policies as follows: Bus Provision- NS34/1							
	NS30/x	Further consideration to be given to the need for additional indicators to monitor policy NS30.							
NS31: Walking and Cycling	NS31/1	Further consideration to be given to establishing an appropriate indicator, target, frequency of monitoring, data sources, triggers and actions, and whether deliver partners may be identified							



## 4.2 Monitoring Framework

Policy	Indicator number	Indicator	Target	Monitoring frequency	Data source	Delivery partners	Trigger	Action	Further information
NS32: Cycle Parking and Storage	NS32/1	Number of cycle parking spaces included in permitted schemes (residential and non-residential)	Cycle parking that, as a minimum, meets standards set out in table accompanying policy NS32. This should include provision for non-standard and electric bikes	Annual	Records of planning applications		Any permission granted with less than the minimum levels and range of cycle parking required	Review development management process	
NS33: High Quality Public Transport- Rail Infrastructure	NS33/1	Progress in securing the enhancement of Cattal station to provide a central mobility hub	Further consideration to be given to establishing an appropriate target, frequency of monitoring, data sources, triggers and actions, and whether deliver partners may be identified						
NS34: High Quality Public Transport- Bus Provision	NS34/1	Progress in securing high-quality bus provision	Further consideration to be given to establishing an appropriate target, frequency of monitoring, data sources, triggers and actions, and whether deliver partners may be identified						
NS35: Street Hierarchy	NS35/1	Further consideration to be given to establishing an appropriate indicator, target, frequency of monitoring, data sources, triggers and actions, and whether deliver partners may be identified							
NS36: Highway Mitigation and Improvements	NS36/1	Proportion of proposals supported by, or in-line with (as appropriate), an acceptable Transport Assessment (TA)	All relevant proposals are supported by, or in-line with (as appropriate), an acceptable TA	Annual	Records of planning applications		Not all relevant developments have demonstrated compliance	Review development management process	
	NS36/2	Progress in delivery of agreed highway mitigation and improvement measures	Progress in-line with planning permissions and relevant legal agreements					Further consideration to be given to establishing an appropriate frequency of monitoring, data sources, triggers and actions, and whether deliver partners may be identified	

## Monitoring Framework 12

Policy	Indicator number	Indicator	Target	Monitoring frequency	Data source	Delivery partners	Trigger	Action	Further information
NS37: Minimising Car Usage	NS37/1	Further consideration to be given to establishing an appropriate indicator to monitor car parking spaces in residential areas, including the frequency of monitoring, data sources, triggers and actions, and whether deliver partners may be identified							
	NS37/2	Progress in delivery of travel demand management measures	Satisfactory progress in delivery of at least the following measures specified in policy: central and satellite mobility hubs; a car club; shared mobility schemes	Further consideration to be given to establishing an appropriate frequency of monitoring, data sources, triggers and actions, and whether deliver partners may be identified					
	NS33/1; NS36/1	Policy NS37 requirements relating to vehicle trip budgets and car parking at Cattal station monitored through indicators associated with other DPD policies as follows: Vehicle trip budgets - NS36/1; Car parking provision at Cattal station - NS33/1;							

Table 12.1 New Settlement (Maltkiln) DPD Monitoring Framework

