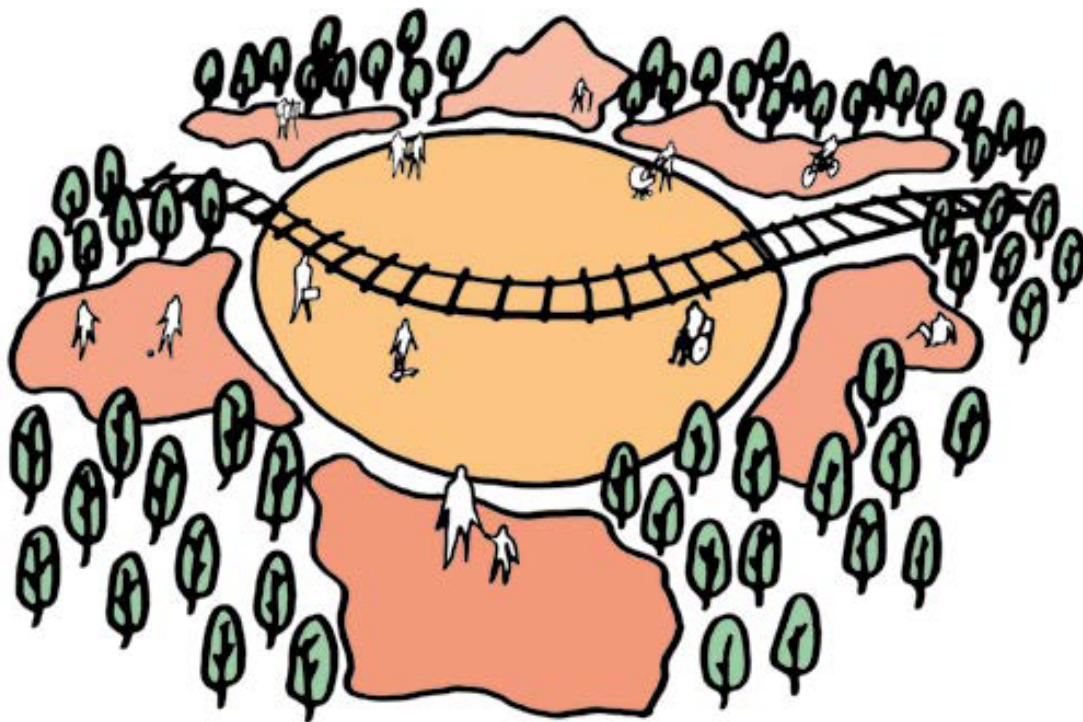


# New Settlement (Maltkiln) Development Plan Document (DPD)

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## Strategic Green Gap Background Paper

October 2022

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# Introduction

## Introduction

- 1.1** This paper provides more detail of why a Strategic Green Gap (SGG) has been proposed in the New Settlement DPD, along with the reasoning for the proposed extent of the SGG.

### Why is a Strategic Green Gap needed?

- 1.2** A clear steer was given during the Regulation 18 consultation that separation from existing communities was very important, as well as the need to ensure key heritage and landscape assets are protected and enhanced. This sentiment was confirmed through subsequent discussions with both the Community Liaison Group (CLG) and elected Members.
- 1.3** The maintenance of a Strategic Green Gap on the eastern edge of the settlement is therefore considered to be required to meet the following objectives:
- 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 the New Settlement and Kirk Hammerton/Green Hammerton
  - To contribute to the achievement of the New Settlement's vision to be a vibrant new community in its own right, which provides new services and complements existing villages.

### Why has this policy approach been taken?

- 1.4** The concept of a Strategic Green 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" (NPPF paragraph 170).
- 1.5** National policy outlines a mechanism to protect local green areas of special importance to local communities through Local Green Space designations (LGS). Protection given to areas designated as Local Green Spaces should be consistent with the policies protecting green belts, therefore ruling out development in all but very exceptional circumstances.
- 1.6** However the LGS designation is not considered appropriate in this instance as the policy makes clear that the spaces should not comprise extensive tracts of land. It is therefore felt that the Strategic Green Gap approach is more appropriate.
- 1.7** Importantly, this approach does not prevent development for agricultural or recreational purposes. Additionally, provision of, or improvements to, public rights of way which would enhance the relationship between the New Settlement and existing villages can be encouraged.
- 1.8** In summary, the Strategic Green Gap approach allows for more proportionate level of protection over a larger area of land which is deemed to be of strategic importance to the overall vision and objectives for Maltkiln.



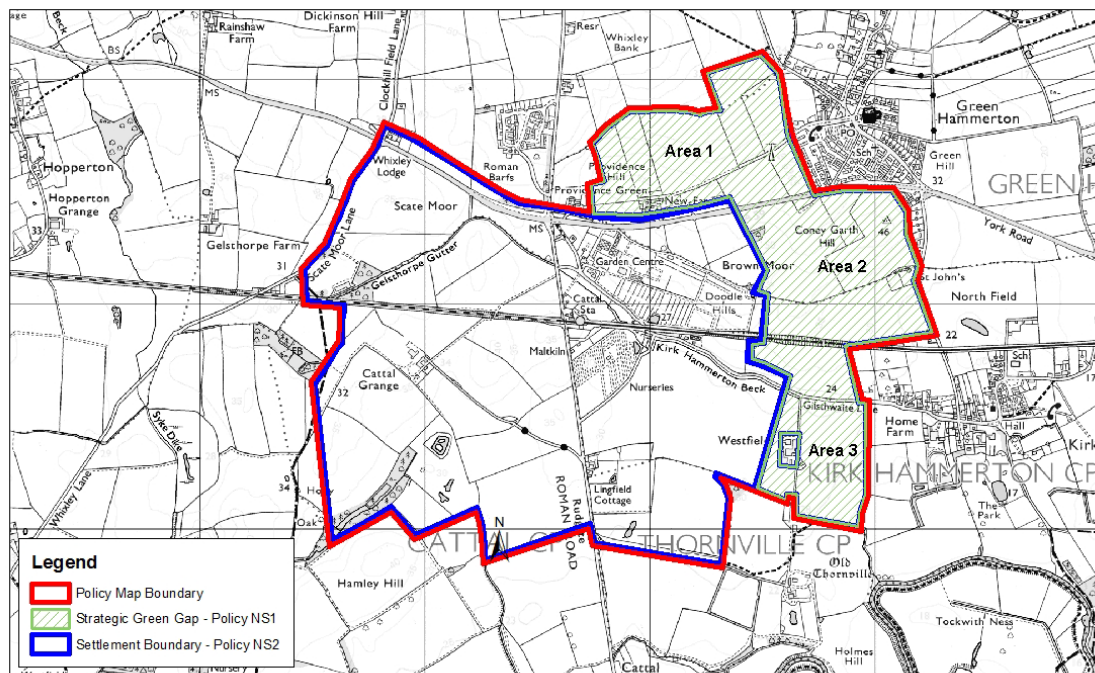
## 2 How has the boundary been chosen?

### How has the boundary been chosen?

- 2.1** A review of the land surrounding the proposed boundary for Maltkiln was undertaken by the Council's Landscape and Conservation Officers. Consultation was also undertaken with Historic England, as well as with the Community Liaison Group and elected Members through the District Development Committee. Their comments informed further analysis and the evolution of the proposed boundary.
- 2.2** This designation will impact future uses on the land and therefore detailed reasoning and justification is needed for the areas proposed. Further details are provided in the section below.

### Proposed boundary - Key Features and Considerations

- 2.3** Figure 1, below, shows the extent of the proposed boundary. Key areas have been numbered for illustration and further discussion of their significance is outlined below. The discussion identifies particularly sensitive areas and viewpoints, shown on Figure 2.



**Harrogate**  
BOROUGH COUNCIL

### Maltkiln Policy Map

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Figure 1 - Map showing proposed Strategic Gap boundary

# How has the boundary been chosen? 2

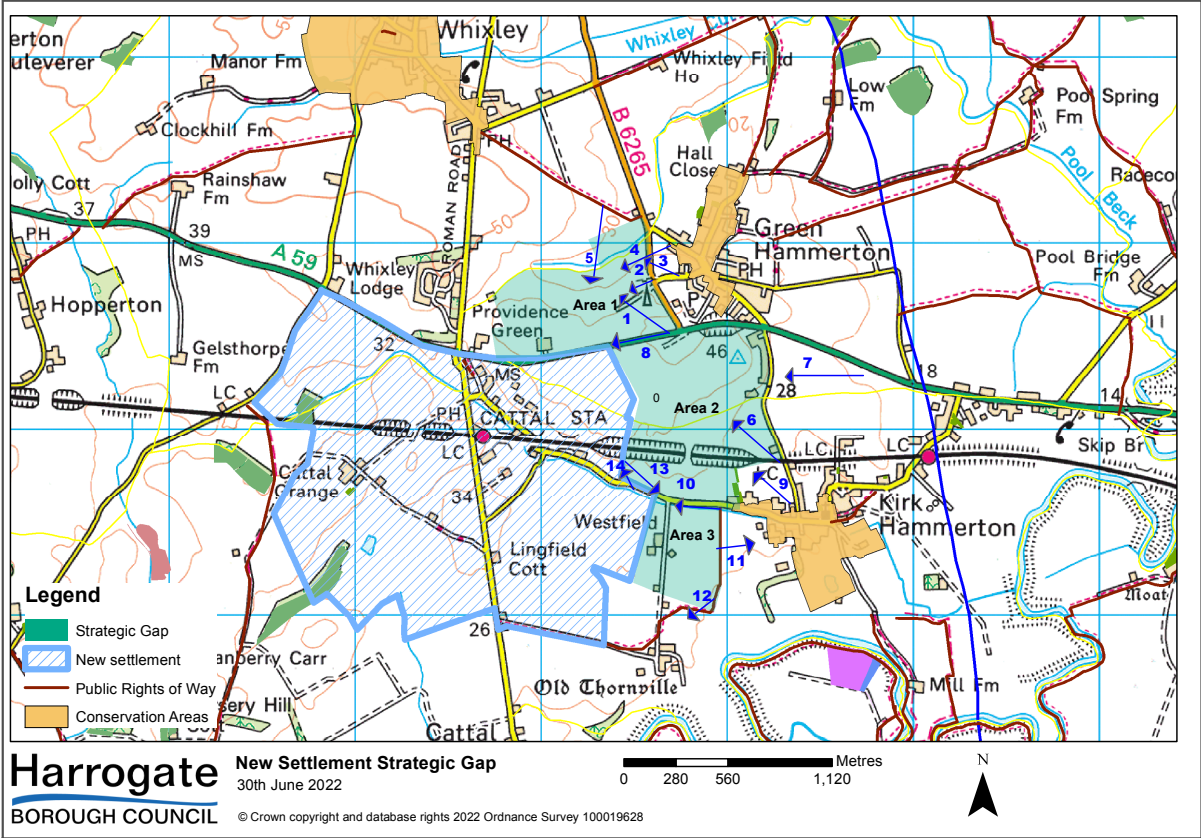


Figure 2 - Map showing Strategic Gap with relevant Public Rights of Way and viewpoints

### 3 Area 1 - Area to the west of Green Hammerton / north of A59

#### Area 1 - Area to the west of Green Hammerton / north of A59

- 3.1** This area is considered to be of significance for the reasons set out below:
- 3.2** The land provides separation between the new settlement and Green Hammerton and forms part of the rural context of Green Hammerton and its conservation area. Expansion of Maltkin into the area would lead to harmful impacts, both in terms of coalescence of the settlements and also relating to the setting of Green Hammerton Conservation Area.
- 3.3** Development of Area 1 would have additional landscape and visual impacts. Green Hammerton owes much of its setting to character Area 95 <sup>(1)</sup> Whixley Arable Farmland which includes Area 1 and is rural and pastoral in character. The area is gently undulating within the range of 20-65m OD and Area 1 rises locally to a highpoint of 45m at Providence Hill. Due to the elevated parts of Area 1, development could have a significant visual impact on public right of way 15.143/13/1 Whixley to Green Hammerton which runs immediately to the north. The receptor has a higher susceptibility as walking is a leisure activity and focus will be on views across the open landscape leading to greater visual impact.
- 3.4** Although the edge of Green Hammerton is well screened by trees and vegetation in summer months, on approach to and from Green Hammerton (including at the junction of the A59 with the B6265), Maltkin would be visible both sequentially in summer months and collectively in winter reading as coalescent with Green Hammerton. The elevated position to the south of the A59 at Coney Garth Hill rising to a high point of 46m together with current gaps in the hedge/ tree boundary would result in intermittent and filtered views directly in front when leaving Boroughbridge road at this junction. The visual impact could be considered more significant due to the stationary nature of vehicles waiting to exit the junction (view 1).



View 1 - Looking north west from junction of A59 with B6265 (Google Streetview Image)

- 3.5** Development near to the western edge of the B6265 would result in the settlements having some visibility collectively when travelling on Harrogate Road although views to the south would be oblique and screened by vegetation in the summer months (view 2).



## Area 1 - Area to the west of Green Hammerton / north of A59 3



**View 2 - Looking west from Harrogate Road towards junction with B6265**

### 3.6

From the edge of Green Hammerton Conservation Area on Harrogate Road Area 1 is screened by hedge and trees. However, within the sports ground, views open up significantly and although there is a fold in the topography of Area 1 and occasional mature trees, it is likely that there would be some visibility of development depending on its form on the land in this area. Harmful impacts may arise to the rural setting of the conservation area and settlement and there may be adverse landscape and visual impacts (view 3).



**View 3 - Looking north west from the edge of Green Hammerton Conservation Area on Harrogate Road**

### 3 Area 1 - Area to the west of Green Hammerton / north of A59



**View 3 - Looking north west from the south east corner of the sports ground, off Harrogate Road**

- 3.7** From the edge of Green Hammerton Conservation Area on Boroughbridge Road (view 4), a key view is identified in the character appraisal. In the winter months due to broadleaved row of trees here, built form introduced in the area would have filtered views and in summer months this view would be fully screened. Depending on the form of development on the land in this area, harmful impacts may arise to the rural setting of the conservation area.



**View 4 - Looking south west, towards Area 1, from the edge of the Green Hammerton Conservation Area (key view)**

- 3.8** Any development in Area 1 would dominate in this view from the Whixley to Green Hammerton public footpath and show coalescence with the new settlement and Green Hammerton both of which would also be in view collectively in this panorama (view 5). Development on area 1 would also have a significant adverse landscape and visual impact from the public right of way which is has a higher order of susceptibility since walkers are at leisure in the countryside where their interest will be focused on the landscape.



## Area 1 - Area to the west of Green Hammerton / north of A59 3



View 5 - Area to the west of Kirk Hammerton Lane / south of A59

## 4 Area 2 - Area to the west of Kirk Hammerton Lane / south of A59

### Area 2 - Area to the west of Kirk Hammerton Lane / south of A59

- 4.1** This area is considered to be of significance for the reasons set out below:
- 4.2** The land provides separation between the new settlement and both Green Hammerton and Kirk Hammerton; forming part of the rural context of the existing settlements and their conservation areas. Expansion of Maltkin into the area would lead to harmful impacts, in terms of coalescence of the settlements, landscape impacts and also relating to the setting of Kirk Hammerton Conservation Area:
- 4.3** Development here would have a harmful landscape impact as development would take place on the skyline without a backdrop of trees and on rolling higher ground of Coney Garth Hill which connects visually with Doodle Hills. This is demonstrated by how development would be seen on higher land as viewed from Parker Lane north of Kirk Hammerton (view 6). Here the expansion of the new settlement would lead to harmful sense of coalescence between the new settlement and Kirk Hammerton. It would also impact on views from the A59 (view 7) – again, also coalescence issues. In addition, built form on rising land and the elevated Coney Garth Hill at 46m OD would screen Doodle Hills from the approach which is a local landscape feature as the higher hill at 50m OD.



View 6 - Looking north west from Parker Lane, over Area 2



View 7 - Looking west from the A59 towards Coney Garth Hill (Google Streetview Image)

- 4.4** Development would be visible from the A59, especially due to the topography of Coney Garth Hill and there would be issues over coalescence with Kirk Hammerton (view 8).



## Area 2 - Area to the west of Kirk Hammerton Lane / south of A59 4



**View 8 - Looking west along the A59, with Area 2 visible to the south (Dooble Hills). Not all of Area 1 would be in view because it would be beyond the brow of the hill to the north of the A59 (Google Streetview Image)**

### 4.5

The setting of Kirk Hammerton Conservation Area would be affected by development of this area of land. A key view is identified in the appraisal (view 9) which looks north west from Parker Lane, over a field located to the north of the conservation area. Both development upon higher and lower ground have the potential to introduce harmful impacts by changing the rural setting of the conservation area. Development of Area 2 would have adverse visual and landscape impacts along Parker lane which is rural and will attract walkers. There is an increasing sense of tranquillity the further away from the A59 towards the Kirk Hammerton boundary which would be lost if Area 2 was developed. The elevated and rising nature of Area 2 would make development here dominant in the landscape and have an adverse impact on its character.



**View 9 - Looking north west from Parker Lane towards Area 2 to the north. Key view as identified in the Kirk Hammerton Conservation Area appraisal**



## 5 Area 3 - Land south of the railway line and up to Kirk Hammerton

### Area 3 - Land south of the railway line and up to Kirk Hammerton



View 10 - Looking west from the edge of Kirk Hammerton Conservation Area



View 11 - Looking east towards Kirk Hammerton from footpath to its west (Home Farm visible on the right hand side of the image). Area 2 land located to the rear of this viewpoint.

- 5.1** Development to the south part of area 3 would impact on the setting of the Old Thornville group of buildings (grade II\* listed large country house, other grade II ancillary features and un-listed farm buildings). This would affect how the group is experienced in its rural setting, for example, when walking the footpath that leads from Gilsthwaite Lane to Old Thornville (see view 12 as an example).

## Area 3 - Land south of the railway line and up to Kirk Hammerton 5



**View 12 - Looking south west from the footpath to the south of Gilsthwaite Lane, towards Old Thornville (left hand side), over the south east corner of Area 3**

- 5.2** The land to the north and south of Gilsthwaite Lane provides a gap between the two settlements and forms part of their rural context. Land rises towards Doodle Hills to the north, which becomes visible when moving away from Kirk Hammerton to the west. There would be coalescence issues and development in the foreground may also screen Doodle Hills from view (views 13 and 14).



**View 13 - Looking down, south east, over the field to the south of the railway line, towards Kirk Hammerton**



## 5 Area 3 - Land south of the railway line and up to Kirk Hammerton



**View 14 - Looking north west, from Gilsthwaite Lane, to the north west corner of Area 3, with Doodle Hills in the background. Development in the foreground would impact on this landscape feature and hide its significance as a high point in an otherwise low lying and gently undulating landscape**

## Why is the Strategic Green Gap limited to the eastern side? 6

### Why is the SGG limited to the Eastern side?

- 6.1** Representatives from the Community Liaison Group requested that the SGG be extended to the north of Maltkiln (i.e. between Maltkiln and Whixley) as well as to the south (i.e. between Maltkiln and Cattal).
- 6.2** However it was not felt that it was appropriate to extend the SGG beyond the Eastern edge for the following reasons:
1. “Green belt by the back door”
- 6.3** Extending the designation around the entirety of the new settlement would have the effect of creating a green belt around Maltkiln. National planning policy is clear that new Green Belts should only be established in exceptional circumstances. Any proposals for new Green Belts should be set out in strategic policies. The extent of the Green Belt in Harrogate district is set out in policy GS4 of the adopted Local Plan. The justification to the policy concludes that whilst the extent of the Green Belt in the district has been established in earlier development plans it has not been found necessary to amend the extent of the Green Belt in order to deliver sustainable growth within the district. Proposing the strategic gap designation around the entirety of the settlement would result in a ‘green belt by the back door’ and would not accord with national planning policy.
2. Potential prejudice of future expansion
- 6.4** Development of Maltkiln is a long term project, with delivery over a period of some 30 years. Whilst there is no expansion planned for the current Local Plan period (2014-2035), the Council does not wish to prejudice potential for future expansion in the longer term by creating a buffer around the proposed settlement boundary. Landscape and heritage constraints would make the western edge the natural choice if any expansion was to occur, although any decisions would need to follow appropriate plan-making procedures and assessments. Plans must be positively prepared in order to meet the standards set out in order to be found “sound” at examination.
3. Lack of justification
- 6.5** The Council needs to have good reason to propose restrictions on land through planning policy and must therefore consider each parcel carefully and thoroughly. It is not appropriate to propose such restrictions unless there is clear justification and during the DPD’s examination the Council must show that the policies are based on robust and credible evidence. The Council does not believe that there is sufficient justification for expanding the SGG beyond the area proposed. More specifically:

**Land to the North:** The A59 forms a natural boundary to the north of Maltkiln. Access and connectivity means that expansion to the north of the A59 is unlikely to be desirable. The risk of coalescence with Whixley Gate / Whixley is further reduced the fact that they are designated as open countryside in the Local Plan and are therefore not considered sustainable locations for development. Therefore only a limited amount of land to the north of the A59 has been identified as being part of the Strategic Green Gap.

**Land to the South:** There are no special reasons to protect land to the south of Maltkiln, i.e. between Maltkiln and Cattal. The risk of coalescence is limited by Cattal’s designation as open countryside and likewise the restrictions arising from flood risk and Cattal Bridge’s status as a Scheduled Ancient Monument.

## 7 Conclusion

- 7.1** A Strategic Green Gap on the eastern edge of Maltkiln is proposed in order to prevent coalescence and protect the distinctive rural character of existing villages. It is also a key part of achieving Maltkiln's vision to be a vibrant new community in its own right, which provides new services and complements existing villages.
- 7.2** The boundary proposed in the DPD is considered to strike the balance between achieving the objectives above and ensuring that the designation is applied proportionally, without prejudicing the potential for long term future growth of Maltkiln.



