

C

GILLESPIES



Harrogate  
BOROUGH COUNCIL

GREEN HAMMERTON / CATTAL  
NEW SETTLEMENT CONCEPT FRAMEWORK

STAGE 5B - FINAL CONCEPT FRAMEWORK REPORT

SEPTEMBER 2020



## CONTENTS

1. Executive Summary .....	4
2. Introduction .....	6
3. The Story So far .....	7
4. Vision and Objectives.....	14
5. Options Review .....	16
6. Concept Framework .....	20
7. Conclusions .....	37

### Appendix

1. Deliverability & Viability Assessment Technical Report
2. Inception/ Baseline Report
3. Options Generation & Assessment Report



High quality place-making - Derwenthorpe, York

## 1. EXECUTIVE SUMMARY

Green Hammerton / Cattal New Settlement – a potential Garden Village for 3,000 homes and associated facilities. Centred around Cattal Station, it provides convenient transport links to Harrogate, Leeds and York, as well as the wider region. It is located within a tranquil landscape of farmland and woodland, wetland and gardens between the villages of Green Hammerton, Kirk Hammerton and Cattal. Harrogate Borough Council (HBC) commissioned Gillespies, Vectos and Cushman & Wakefield, to develop a vision and concept framework. The process has involved the analysis of issues and opportunities, exploration of options, intensive engagement and consultation, and the development of an emerging framework.

### The Strategic Themes & Objectives

9 strategic themes have been developed for the Garden Village. These principles will guide the future development of homes and neighbourhoods and outline what will make this settlement a unique, thriving and desirable place to live and work. The principles take into consideration current best practice and reference lessons learnt from across the UK and wider world in the creation of successful living environments.

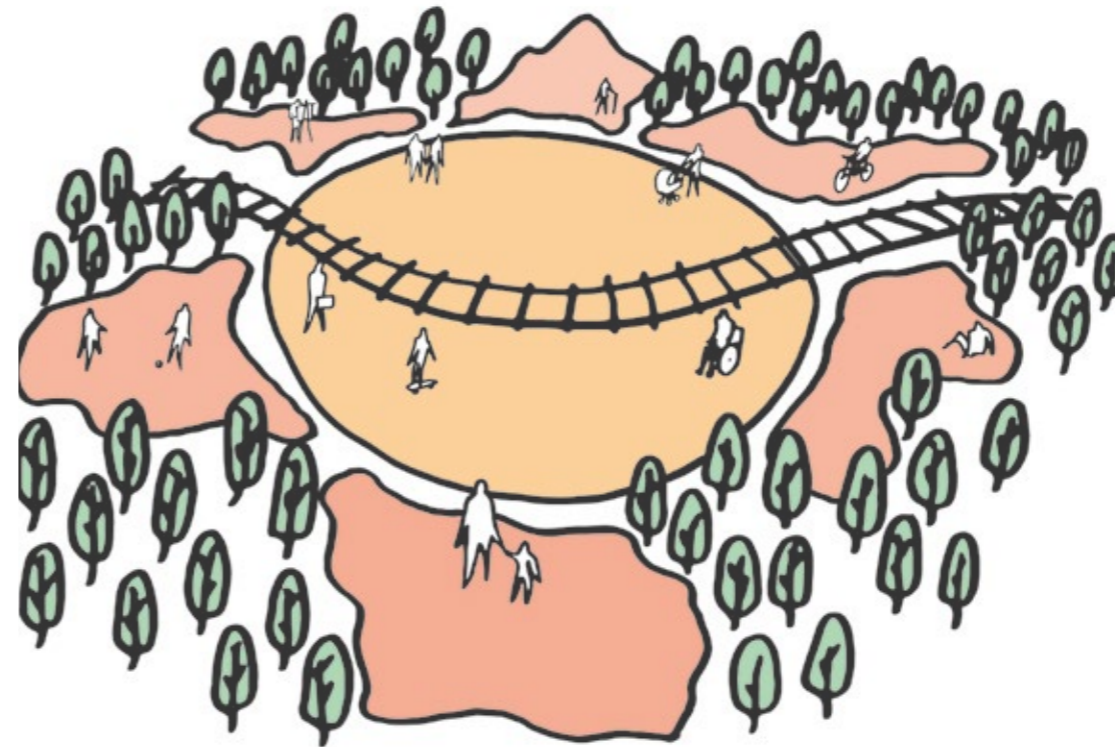
- Design Quality & Local Character
- Village Relationships
- Sustainable Travel - Notably Rail
- Facilities & Local Centres
- Landscape & Openspace
- Housing Mix & Neighbourhood
- Deliverability
- Jobs & Skills
- Engagement & Stewardship

## THE GREEN HAMMERTON / CATTAL VISION

Green Hammerton / Cattal is a new distinctive garden village making the most of a vibrant rail hub and village centre, and set in a tranquil landscape of farmland and woodland, wetland and gardens.

Sustainable connections provide convenient access to Harrogate and York, Leeds, and the broader sub-region as well as to neighbouring villages and parishes along foot / cycle paths and river corridors.

The new settlement offers a 21st century village lifestyle with excellent facilities and great connections to city, town and countryside.



The creation of the vision for the new settlement at Green Hammerton / Cattal, the exploration of issues and assessment of options has informed the concept framework. This focuses on the area around Cattal Station, expanding towards the south and southwest, and characterised by key elements:

#### Station Focus

New housing and associated facilities will be focused around Cattal Station; to provide an excellent rail hub that serves the community with regular rail connections.

#### Community Heart

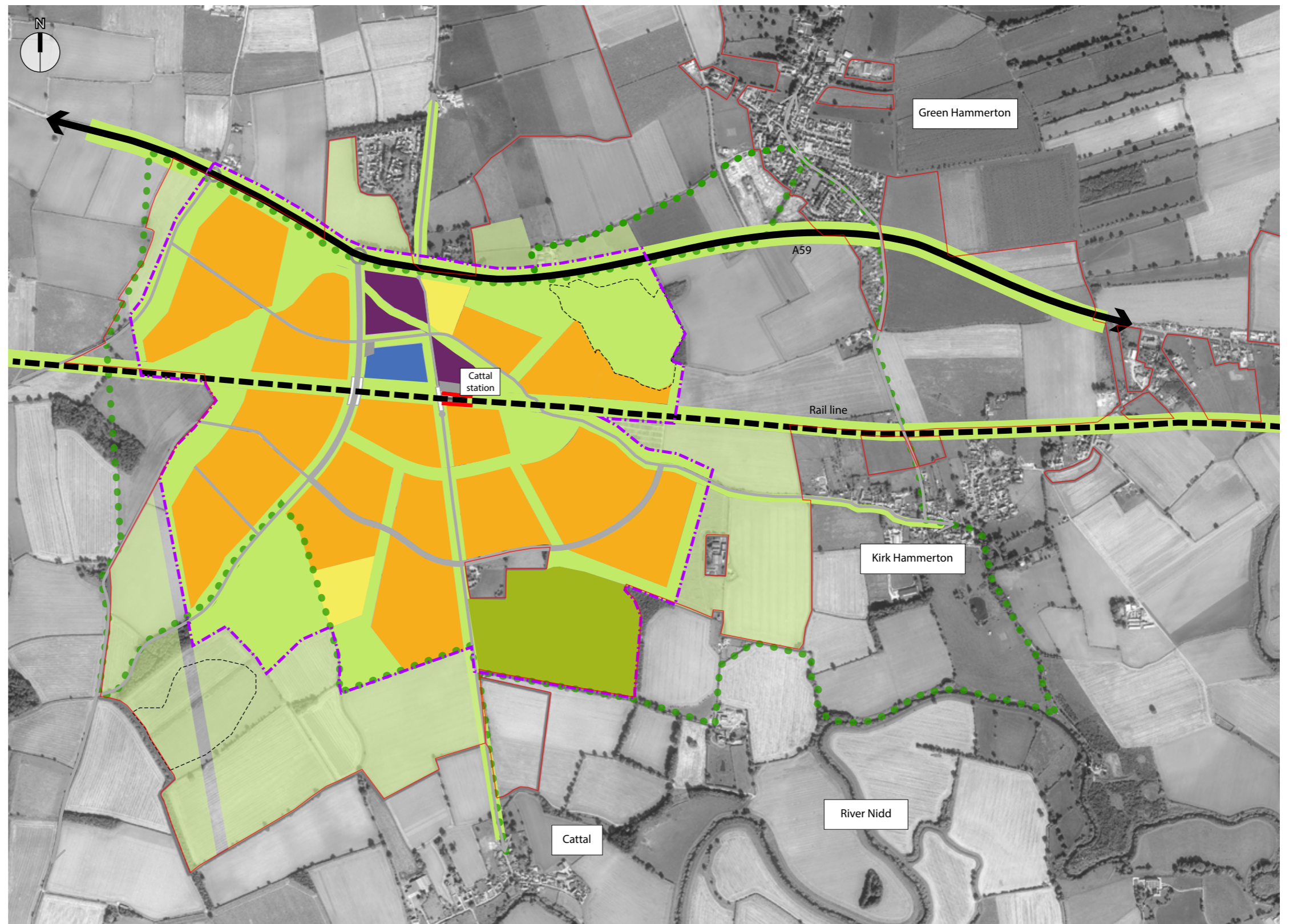
The concept framework sets the foundation for the development of a thriving place with a flourishing and diverse economy with employment opportunities integrated with a cluster of local facilities.

#### Green Open Space

The new settlement will provide a hierarchy of interconnected high quality open space which respect and enhance natural features as well as create new ones.

#### Green Connections

Corridors of trees and green spaces will form the green spokes for the new settlement, offering pedestrian and cycle ways linking between sections of the village, but also to neighbouring villages, and as a result creating a sustainable place.



Proposed Concept Framework - Land Use Framework Plan

## 2. INTRODUCTION

### 2.1 OVERVIEW

As part of the Local Plan process Harrogate Borough Council have commissioned Gillespies, leading a team with Cushman & Wakefield and Vectos, to produce a new settlement concept framework for at least 3,000 homes in the Green Hammerton, Kirk Hammerton and Cattal area. Fig. 1 shows the broad location within which the new settlement will be located.

The purpose of the study is to understand, develop and interpret baseline evidence, explore concept options, promote consensus and provide a delivery orientated framework as part of the Development Plan Document (DPD) development process. This concept framework is the starting point for the preparation of the council's DPD.

Previous reports – Stage 1/ 2 Inception Baseline report covers familiarisation and scoping assessment; Stage 3/ 4 report covers an emerging vision and objectives, key issues and opportunities review, engagement, the options approach and emerging conclusions. Stage 5A report focuses on options generation and assessment, including feedback from the stakeholders' drop-in session and land promoters workshop; This report covers the proposed concept framework for the new settlement based on the preferred option. This is further elaborated in the below framework sections:

- Land use
- Access and movement
- Blue - Green infrastructure
- Place making
- Sustainability
- Phasing, delivery and infrastructure

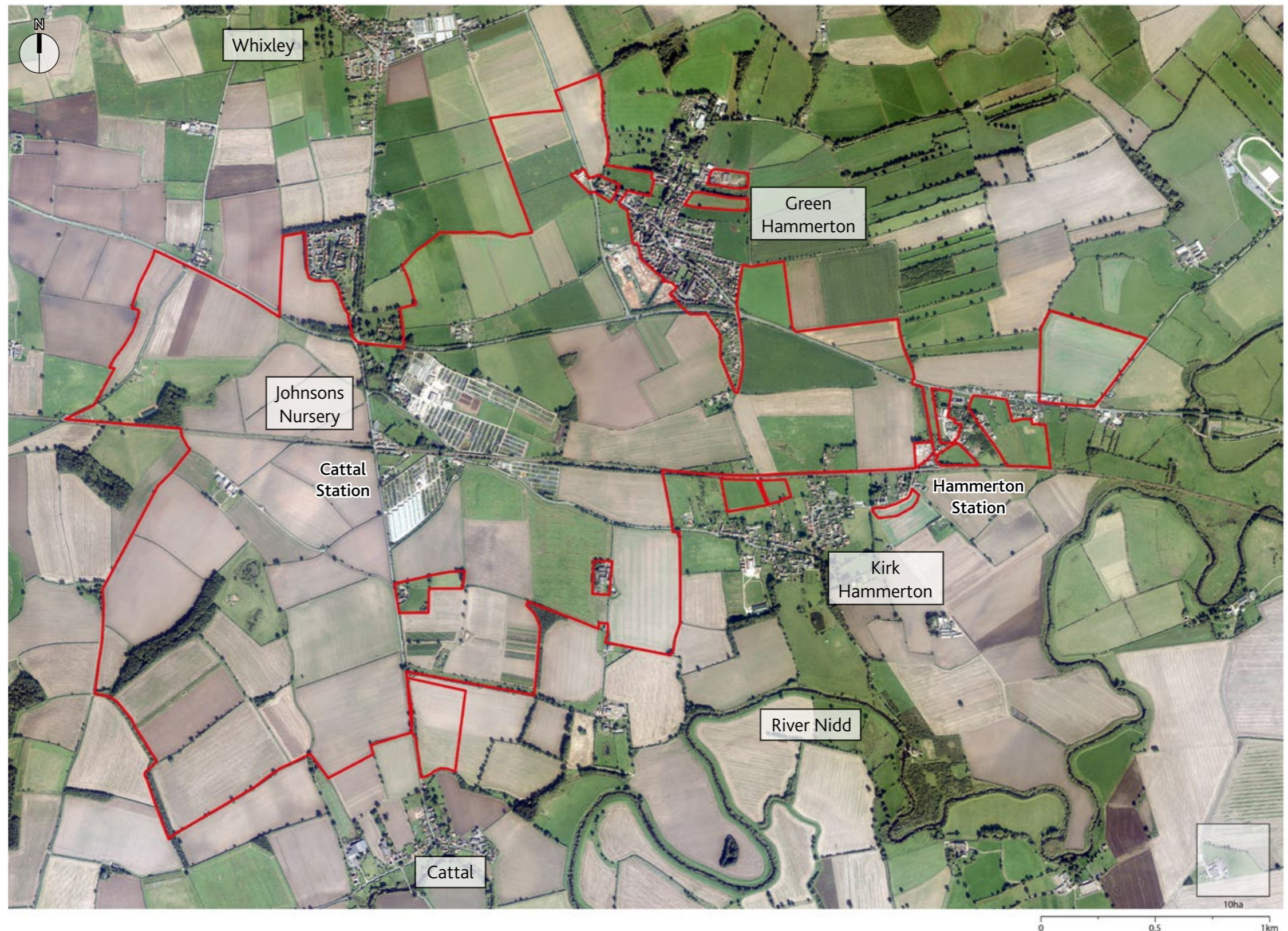


Fig. 1: Green Hammerton/ Cattal Boundary Plan (Aerial imagery © Getmapping plc and Bluesky International Limited 2018)

### 3. THE STORY SO FAR

#### 3.1 LOCATIONAL CONTEXT

The initial broad location for growth borders the villages of Green Hammerton, Kirk Hammerton and Cattal. The A59 bisects the broad location for growth from east to west, with a train line between York and Harrogate running in parallel. The land within and surrounding the broad location for growth consists mainly of arable and pasture farmland, with the River Nidd to the south running from the south-west to the north-east. Johnsons Nursery occupies a large area of the broad location for growth in the south-west corner; the option to relocate the nursery is available.

As well as the neighbouring towns and cities, the surrounding countryside is populated by villages of varying sizes, such as Whixley to the north-west and Cattal to the south. A collection of businesses are located between the A59 and Hammerton train station, along the eastern boundary of the broad location for growth.

#### ACCESS LINKS

Green Hammerton lies in close proximity to Knaresborough (8 minutes by train), Harrogate (17 minutes by train), York City Centre (23 minutes by train) and Leeds (39 minute drive). This position offers a good location for residents to work locally, commute to nearby cities and to take advantage of high quality landscapes for outdoor recreation. The A59 provides access to the A1M providing connectivity to Leeds.

Hammerton Station lies within the village of Kirk Hammerton and Cattal Station adjacent to Johnsons Nursery. Both rail stations provide excellent access to Harrogate, York and Leeds directly. York and Leeds offer excellent nationwide connections for rail passengers.

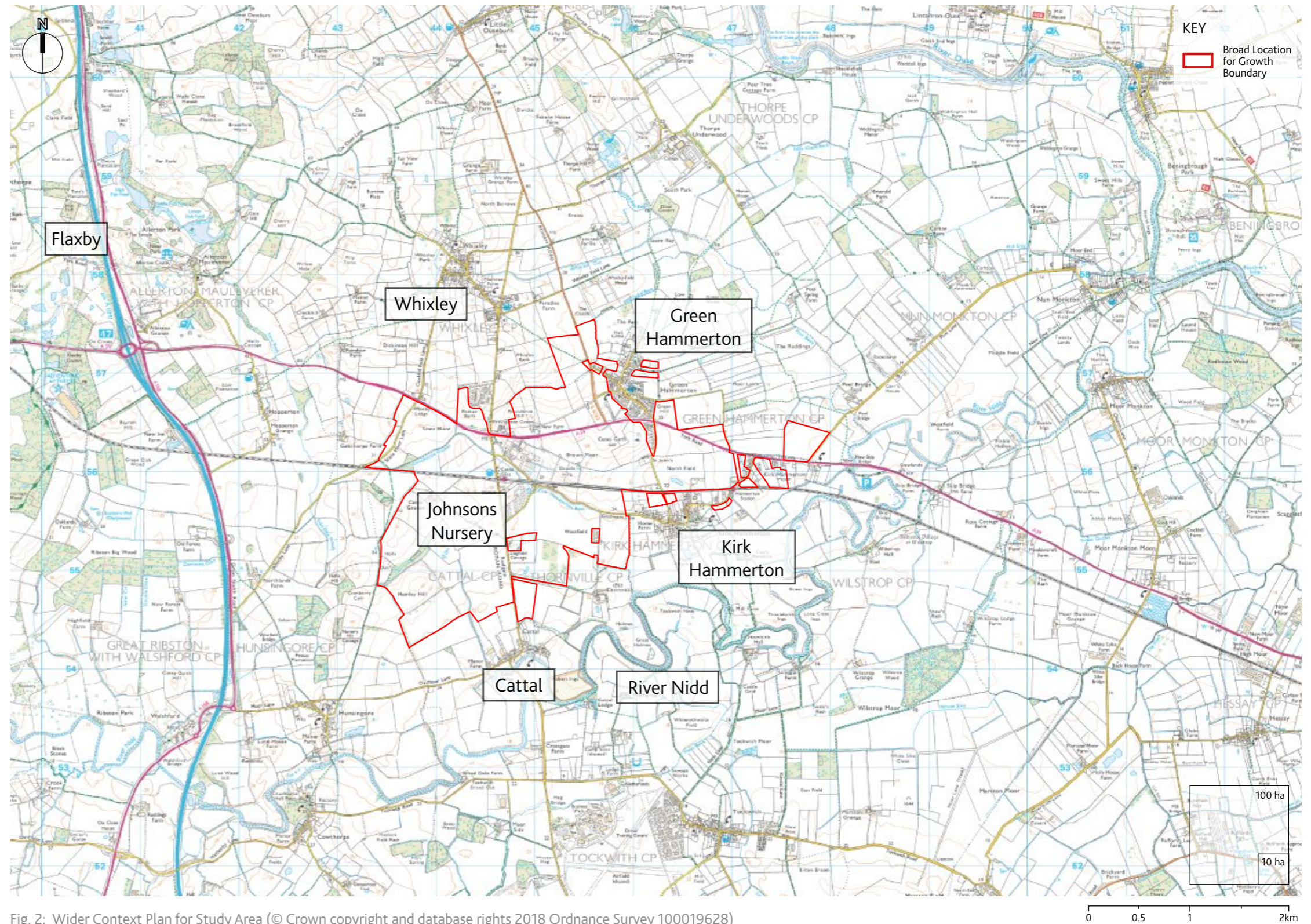


Fig. 2: Wider Context Plan for Study Area (© Crown copyright and database rights 2018 Ordnance Survey 100019628)

### 3.2 KEY CONSTRAINTS

**KEY:**

- BROAD LOCATION FOR GROWTH BOUNDARY
- NETWORK RAIL RAILWAY TRACK
- ENVIRONMENT AGENCY FLOOD ZONE 3
- ENVIRONMENT AGENCY FLOOD ZONE 2
- AREAS WITH HIGH RISK OF SURFACE WATER FLOODING
- WATERCOURSE / TRIBUTARY
- YORKSHIRE WATER PUBLIC SEWER (FOUL)
- YORKSHIRE WATER PUBLIC WATER MAINS
- CADENT GAS LTD STRATEGIC HIGH PRESSURE GAS MAIN
- NORTHERN POWERGRID 11KV OVERHEAD ELECTRICITY CABLES - MAIN LINE SHOWN ONLY

**TABLE A. SOIL DETAILS TAKEN FROM THE CRANFIELD SOIL AND AGRIFOOD INSTITUTE.**

SOILSCAPE REF	DESCRIPTION
6	FREELY DRAINING, SLIGHTLY ACID LOAMY SOILS.
8	SLIGHTLY ACID, LOAMY AND CLAYEY SOILS. IMPEDED DRAINAGE.
18	SLOWLY PERMEABLE, SEASONALLY WET, SLIGHTLY ACID BUT BASE-RICH LOAMY AND CLAYEY SOILS. IMPEDED DRAINAGE.

**TABLE B. AREA SPECIFIC CONSTRAINTS.**

CONSTRAINT REFERENCE	DESCRIPTION
1	ANY DISCHARGE INTO POOL BECK WILL REQUIRE LIAISON WITH THE YORK CONSORTIUM DRAINAGE BOARD AS WELL AS LEAD LOCAL FLOOD AUTHORITY LIAISON.
2	ANY DEVELOPMENT SITE CONTAINING AREAS OF FLOOD ZONE 3 WILL NEED TO CONSIDER THESE ZONES WHEN CREATING THE MASTERPLAN.
3	THIS AREA CONTAINS AN AREA OF HIGH RISK SURFACE WATER FLOODING, PLUS IS IN CLOSE PROXIMITY OF THE RAILWAY LINE, CATTAL TRAIN STATION AND KIRK HAMMERTON BECK. THESE CONSTRAINTS MAY MAKE SETTING SITE LEVELS IN THIS AREA A CHALLENGE.
4	THERE ARE SERVICES RUNNING THROUGH NETWORK RAILS TROUGHING ROUTE, IN LINE WITH THE RAILWAY TRACK. THIS CONSTRAINT IS REPRESENTED BY AN INDICATIVE 10m EASEMENT (5m EACH SIDE OF APPROXIMATE LOCATION OF TROUGHING ROUTE).
5	EXISTING STRATEGIC GAS MAIN WITHIN PART OF THE STUDY AREA. EASEMENT WIDTH UNKNOWN. EXISTING PLANS OF THE GAS MAIN SHOW A 40m CORRIDOR AROUND THE GAS MAIN WHICH MAY BE THE EASEMENT. THIS CORRIDOR IS SHOWN ON THIS DRAWING. IF THE PROPOSED DEVELOPMENT FALLS WITHIN 400m OF THE GAS MAIN, CADENT GAS MUST BE INFORMED. CONFIRMATION OF APPROXIMATE LOCATION OF GAS MAIN & CONFIRMATION OF EASEMENT WIDTH TO BE

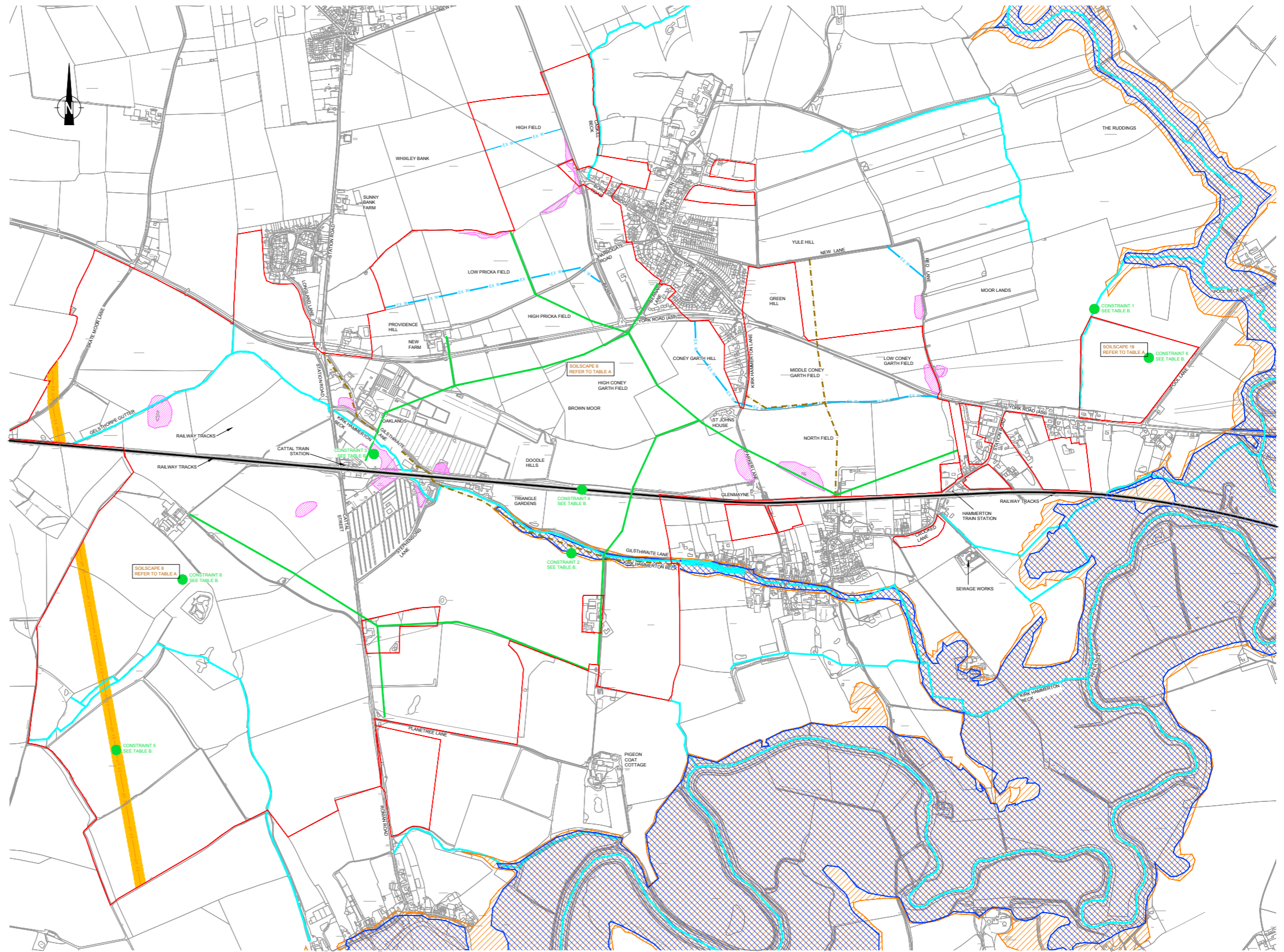


Fig. 3: Emerging Constraints Plan (Source: Vectos)

0 0.5 1km



### 3.3 TRANSPORT AND MOVEMENT

A number of studies have been undertaken in relation to the traffic impact of the development. Consultations have been undertaken with relevant Highway Authorities including Highways England, who are satisfied that a suitable package of mitigation measures can be implemented across the wider highway network. The other opportunities to explore through the masterplanning process are:

- Presence of the A59, which whilst a benefit for connectivity, presents a barrier to movement within the area of search
- Safety and capacity of existing priority controlled junctions – potential to upgrade as part of overall improvements
- Two, fairly small, under utilised rail stations – opportunity to significantly improve the service, crossings, car parking and the stations as hubs for the new settlement. Discussions with Network Rail are ongoing
- Poor access across the site to existing services and facilities – potential to incorporate a high quality network of pedestrian/ cycle routes across the area
- Limited bus accessibility – opportunity to improve services with an increased catchment
- Strategic approach – reduce the need to travel, provide and promote sustainable modes of transport and mitigate the traffic impacts of development
- Consider opportunities to reduce use of smaller through routes in the area including those through Cattal and Whixley.

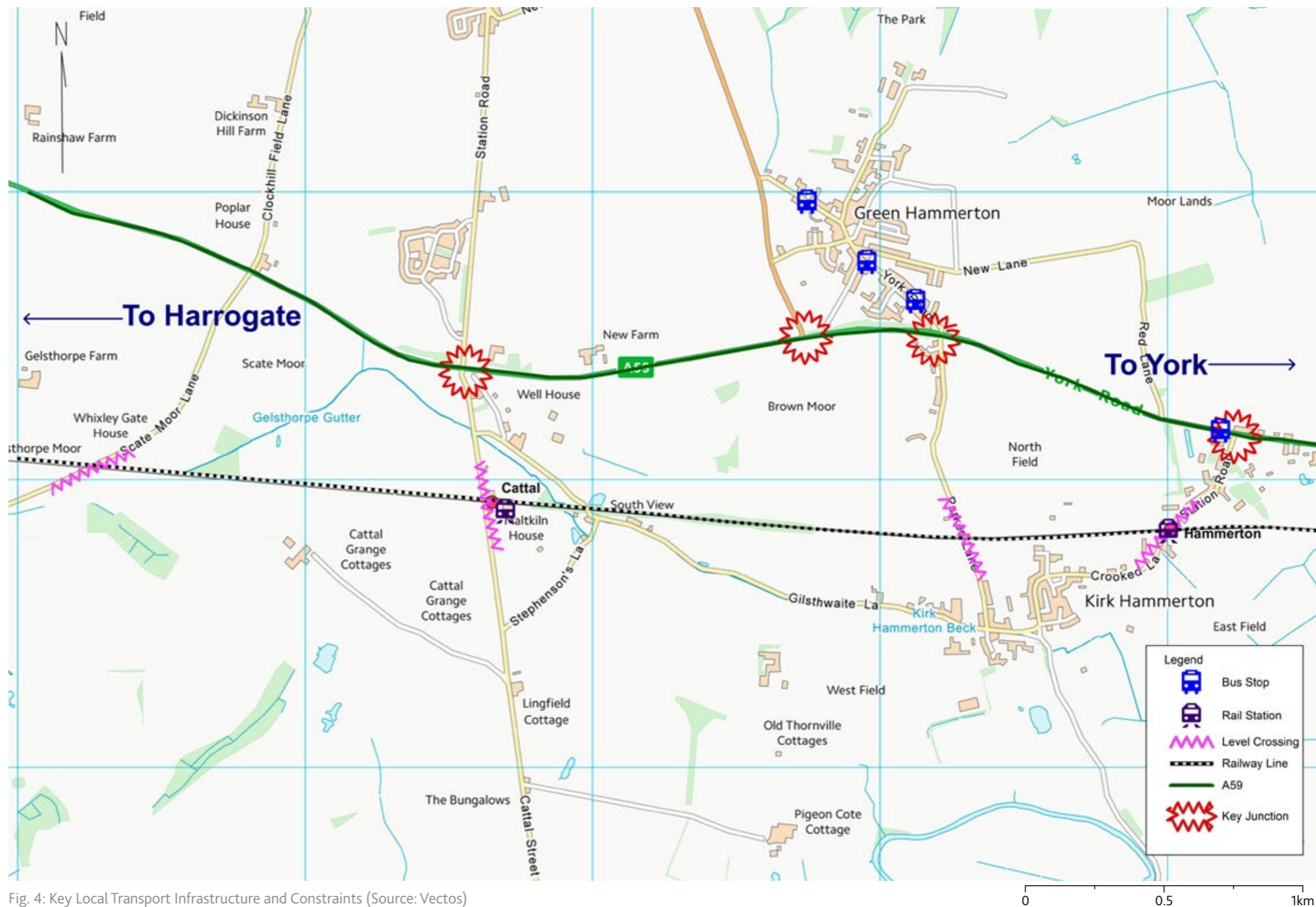


Fig. 4: Key Local Transport Infrastructure and Constraints (Source: Vectos)

### 3.4 LAND, PROPERTY MARKET AND LAND USE

Fragmented land ownership pattern with the majority positively engaged in development, 2 emerging land promoters and a buoyant local housing market. Baseline stage technical analysis and engagement with stakeholders suggest the below land take requirements for the new settlement:

#### Homes

- At least 3,000 homes @ 30-35 average dph (including a range of densities and affordable housing)

**Total - 85-100 ha** (plus incorporation of green space and constraints)

#### Employment - around 5 ha

**Local centre - around 2 ha** (including surgery, local shops, food and drink, community uses)

#### Education

- 2 no. 420 place primary schools
- Primary school 1 land take: **2.42 ha**
- Primary school 2 land take (including site for future expansion to 630 places): **3.51 ha**
- Expansion of Boroughbridge High School

**Total - 5.93 ha**

#### Open space - 48.15 ha

**Pitches - 8.2 ha**

#### Surface water attenuation - around 7 ha

#### Infrastructure

- Additional car parking around station - **0.75 ha**
- Pedestrian & vehicular bridge - **0.19 ha**

**Total - around 165-180 ha** (plus incorporation of constraints)

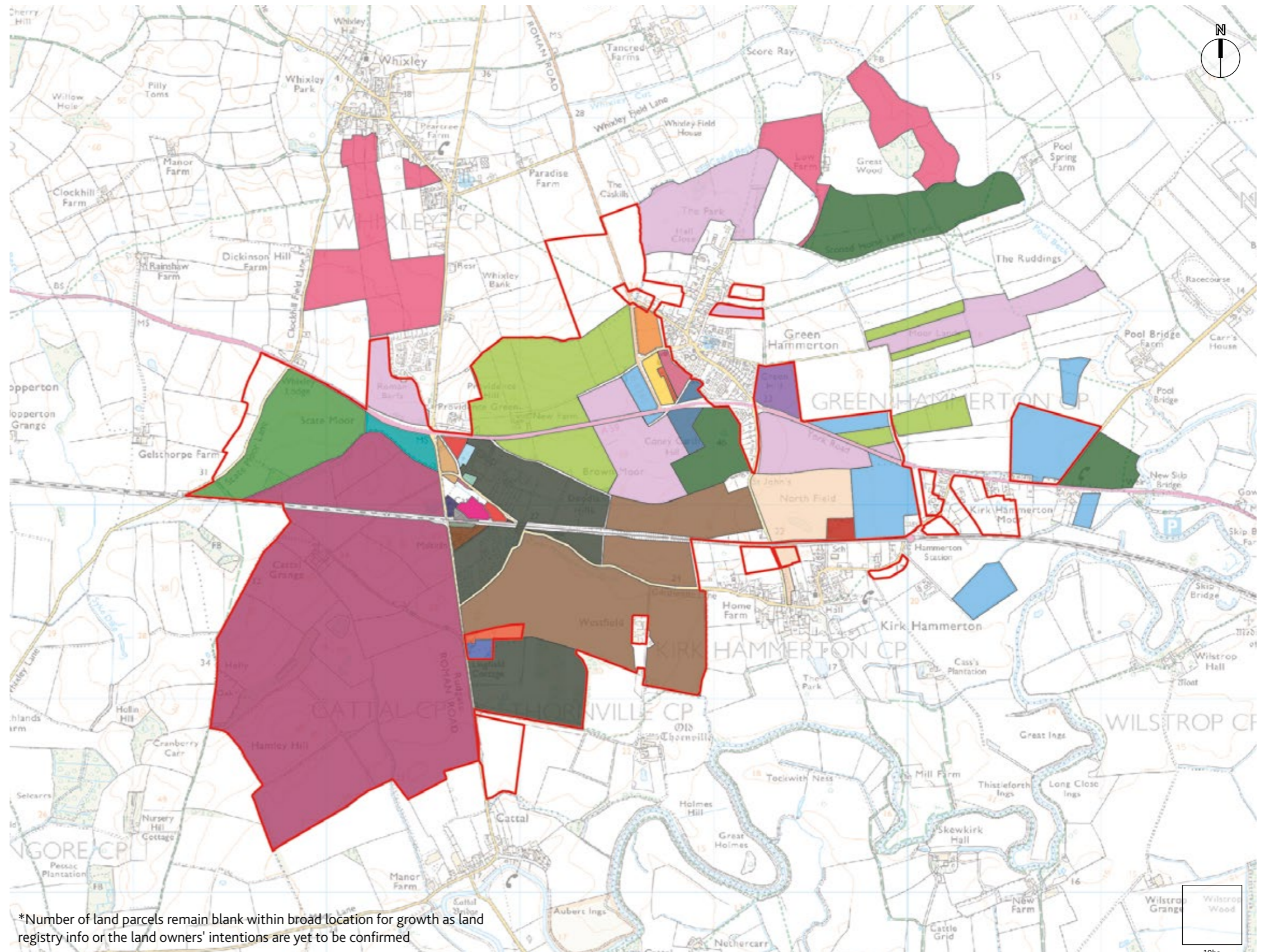


Fig. 5: Local Area Land Ownership Allocation Plan

### 3.5 POLICIES AND STRATEGIES

The Stage 1/ 2 baseline report provides detail on key issues and opportunities. This section summarises and updates this information to provide a platform for the options assessment criteria.

Key policies and strategies have informed the options work including:

#### National Planning Policy Framework (NPPF) (2019)

- Para 72 states that the supply of large scale numbers of new homes can often be best achieved through planning for large scale development provided they are well located and designed, and supported by the necessary infrastructure and facilities. Working with the support of communities is promoted. Clear quality expectations are promoted – such as following Garden City principles.
- Para 124 states that 'the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.' Para 129 specifically promotes assessment frameworks such as Building for Life.

#### Building for Life (BfL)

- This established and recognised quality place making assessment tool has three themes and 12 elements
- Some of the themes are too detailed to be useful at this scale of place making, however the most relevant ones include connections, facilities and services, public transport, meeting local housing requirements, character, working with the site and its context, easy to find your way around.

#### Policy DM4, Harrogate District Local Plan 2014-2035

- At least 3,000 homes – mixed densities with 40% affordable housing
- About 5ha of employment land
- Relocation of the horticultural nursery as appropriate
- On site services and facilities and a local centre
- Exemplar of sustainable design and resource efficiency, incorporating high design and layout standards
- Supporting transport infrastructure, including managing the impact of traffic and the provision of appropriate public transport and a comprehensive network of walking and cycling routes
- Biodiversity enhancements, appropriate landscaping and a connected network of green infrastructure
- Assessing potential impact on heritage assets

#### Harrogate District Plan: New Settlement Background Paper, Harrogate District Council

- Provides the platform for the above and includes an assessment of areas of land against key themes including landscape, historic environment and ecology

#### Shaping Neighbourhoods, Barton et al

- Section 3.9 provides guidance on local centres and facilities, the catchment required to support them and reasonable accessibility

#### Towards an Urban Renaissance, Urban Task Force

- Figure 2.5 reinforces and complements the above (Fig 6).

#### Garden Village Expansion

- HBC and their partners have ambitions to expand the opportunity, supported by an application to MHCLG for Garden Village status.



Fig. 6: Figure 2.5 Models of urban capacity from *Towards an Urban Renaissance*

## 3.6 BASELINE CONCLUSIONS

Based on the stage 1/ 2 baseline report we have developed emerging conclusions around challenges and opportunities, themes and objectives, emerging land take estimates and spatial opportunities. This has been further informed by discussions with the client group, initial stakeholder engagement, context and area analysis, evidence review and exploration of best practice.

Fig. 7 outlines the issues and opportunities surrounding the new settlement which will inform the vision and conclusions.

### OPPORTUNITIES

- Distinctive character within villages and conservation areas surrounding the broad location for growth;
- Heritage assets across the site;
- Cattal and Hammerton rail stations are located within the broad location for growth;
- Views to surrounding desirable landscapes and conservation areas;
- Nidd Corridor area offers existing green corridors and footpath routes;
- New and improved connections to green space and footpath routes;
- Enhancement of biodiversity;
- Potential network of natural flood management methods;
- Create new north-south links across the site;
- Utilise the site topography and retain existing desirable views across the site;
- Promotion of historic field patterns and boundaries;
- Support enhanced provision of rail services;
- Sustainable transport opportunities, e.g. pedestrian and cycling routes
- Improve bus connections;
- Integration of shared community and commercial facilities;
- New employment opportunities;

### ISSUES

- Lacking road and pedestrian connections north/ south through the site;
- Railway line and A59 create barriers across the broad location for growth;
- Poor accessibility of footpaths connecting the broad location for growth to River Nidd;
- Constraints including gas main easement in the south east corner of the site
- Fractured land ownership in and around the site;
- Management and maintenance of green space;
- Potential adverse impact on Aubert Ings Site of Special Scientific Interest (SSSI).

Fig. 7: Issues and opportunities comparison

### 3.7 ENGAGEMENT

Engagement and consultation are integral to the development of the Green Hammerton/ Cattal new settlement concept framework. In addition to the baseline engagement work back in May 2018, stakeholder visioning workshop in July 2018 and two land promoters engagement sessions, we also facilitated an options drop-in event with key stakeholders in September 2018.

#### Engagement Tasks and Audiences

##### STAGE 1. INCEPTION AND FAMILIARISATION

- High level engagement strategy
- Initial officers and stakeholder engagement - This has involved a combination of telephone interviews and group sessions with officers, transport stakeholders and land promoters to assist in understanding the key interests, issues and opportunities of the Site which have fed into this report. Interviewees included:
  - **Client group** - Landscape & Conservation Officers and Highway's Planning Officer
  - **Transport** - Highways England, NYCC Highways, Network Rail, bus operators
  - **Drainage/flood risk** - Lead Local Flood Authority, Local Highway Authority, Local Water Authority
  - **Site Promoters** - CEG, Maltkin/ Oakgate, planning advisors and agents

##### STAGE 3. CONCEPT VISIONING

- Stakeholder Visioning Workshop - Half day session to explore issues, opportunities, vision and ideas

##### STAGE 5. CONCEPT FRAMEWORK DEVELOPMENT

- Stakeholder Options drop-in - Half day drop-in session which will summarise the assessment and

emerging options

- Parallel council led activity - 6 week consultation period with public options drop-in

#### Key Engagement Findings

A stakeholder options drop-in:

- Improvement to rail infrastructure and service frequency;
- Need to show how each option will integrate with cycle and footpath networks in regards to access & connectivity;
- Maintain buffer between existing villages;
- Mix of types and densities to deliver flexibility and areas of differing character.
- Need to protect local character and sensitively interact with existing settlements;
- Value of the train station should be maximised;
- Maintain agricultural/ rural character, particularly across key views;
- Higher ground open landscape should be retained.

A land promoters engagement session key feedback:

- Exploring the rationale for the broad location for growth;
- Existing constraints for each option considered not negative if they can be mitigated;
- Concerns over the 3 options being assessed only on high level basis;
- Exploring the capacity of the options plans to deliver 3,000 homes;
- The potential for further growth;
- The rationale for the assessment criteria and their weighting.



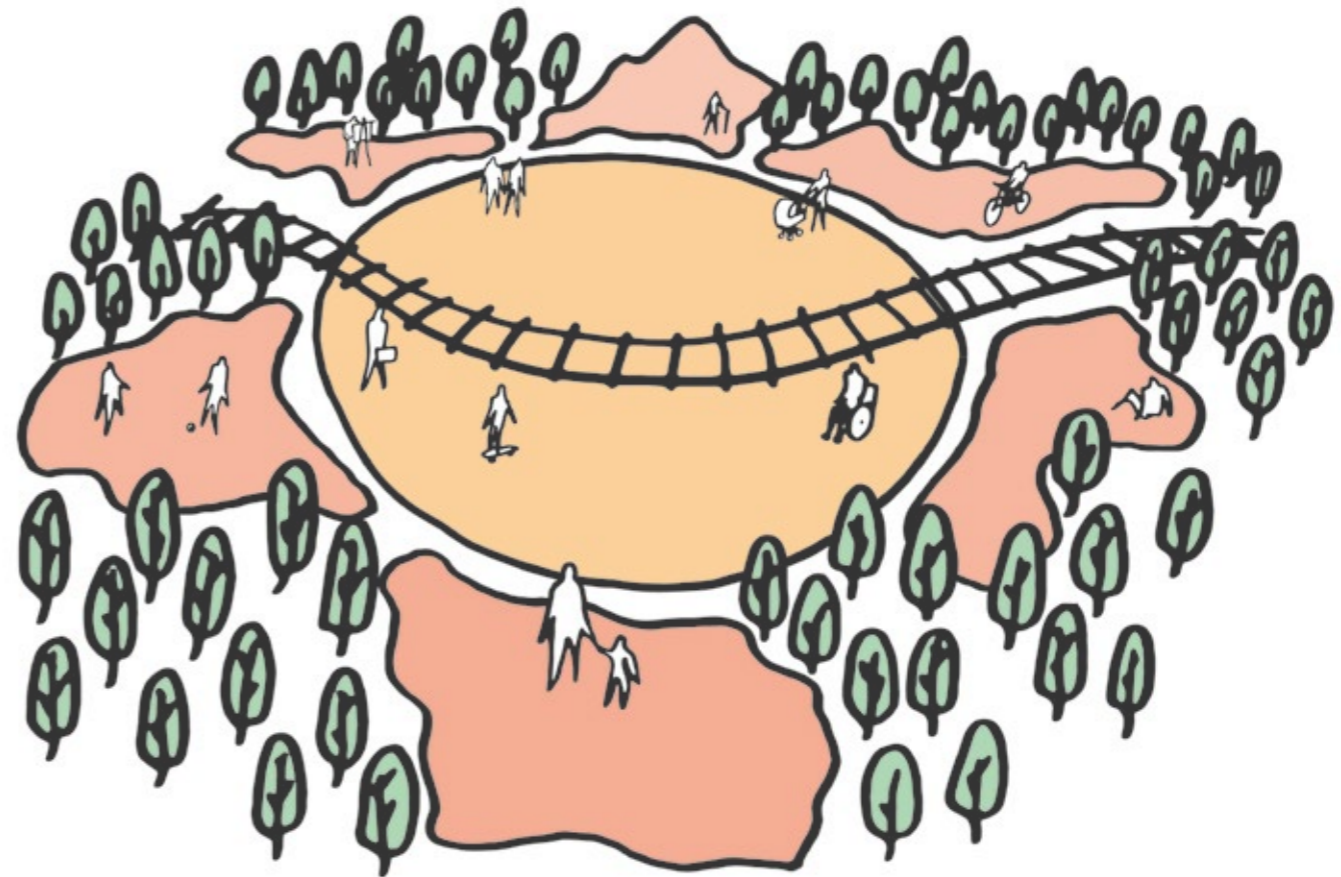
Fig. 8: Photos taken from engagement events

## 4. VISION AND OBJECTIVES

*Green Hammerton / Cattal* is a new distinctive garden village making the most of a **vibrant rail hub** and village centre, and set in a tranquil landscape of farmland and woodland, wetland and gardens.

**Sustainable connections** provide convenient access to Harrogate and York, Leeds and the broader sub-region as well as to neighbouring villages and parishes along foot / cycle paths and river corridors.

The new settlement offers a **21st century village lifestyle** with excellent facilities and great connections to city, town and countryside.



The vision for Green Hammerton has been developed from baseline analysis, best practice and local engagement sessions.

The characteristics within the vision provide the opportunity to explore the promotion of a 'garden village' – a 21st century interpretation of the Town and County Planning Association's garden city principles:

- Land value capture for the benefit of the community.
- Strong vision, leadership and community engagement.
- Community ownership of land and long-term stewardship of assets.
- Mixed-tenure homes and housing types that are genuinely affordable.
- A wide range of local jobs in the Garden City within easy commuting distance of homes.
- Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food.
- Development that enhances the natural environment, providing a comprehensive blue-green infrastructure network and net biodiversity gains, and that uses energy-positive technology and sustainable drainage techniques to ensure climate resilience.
- Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods.
- Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.

The emerging vision is supported by distinct design and development themes and principles developed through the baseline and tested through engagement.

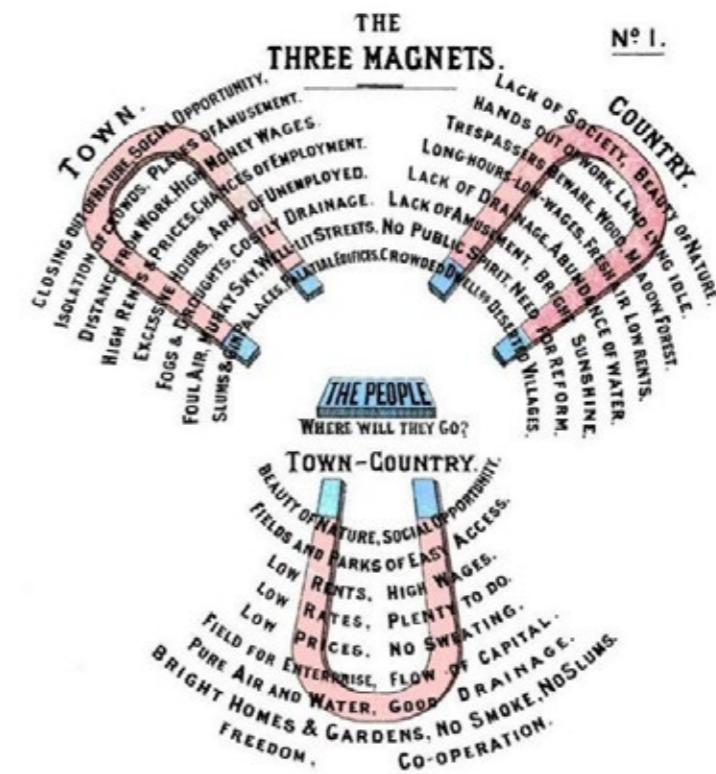


Fig. 9: Three Magnets, bringing together urban and rural as better places to live, Ebenezer Howard, 1898



Fig. 10: Nine strategic themes and objectives for the new settlement

## 5. OPTIONS REVIEW

### 5.1 THREE CONCEPT OPTIONS

Baseline analysis including key issues and opportunities and initial stakeholder engagement has informed the generation of the 9 strategic themes and three options that provide a clear, distinct range of spatial approaches. Out of which three options that provide a clear distinct range of spatial approaches are:

- Option 1 - Central Focus
- Option 2 - North of Cattal Station Focus
- Option 3 - Cattal Station Focus

These three options are then represented as high level spatial 'bubble' diagrams based on the context and landscape analysis as included in the Stage 5A report, as shown in Fig. 11-13 to the right. The coloured bubbles in the diagram represent various uses within the proposed development, they are also scaled proportionally to represent the areas of land take required.

#### Option 1 - Central Focus

This option focuses on the area north of the railway line between Cattal and Hammerton train stations, and incorporates the village edges of Green Hammerton and Kirk Hammerton. As indicated in Fig. 11, it presents indicative areas for housing, local centre, employment, green spaces and connections.

The key spatial characteristics of this option include:

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

#### Option 2 - North of Cattal Station Focus

This option focuses on the area north of the railway line around Cattal station, with majority of the development located south of the A59. As indicated in Fig. 12, it presents indicative areas for housing, local centre, employment area, green spaces and connections.

The key spatial characteristics of this option include:

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

#### Option 3 - Cattal Station Focus

This option focuses on the area around Cattal station expanding towards the south and southwest of the railway line. As indicated in Fig. 13, it includes indicative areas for housing, local centre, employment, green spaces and green connections.

Key elements of this option include:

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



Fig. 11: Option 1 - Central Focus



Fig. 12: Option 2 - North of Cattal Station Focus



Fig. 13: Option 3 - Cattal Station Focus



## 5.2 OPTIONS ASSESSMENT CRITERIA

The options assessment approach tests the three concepts against nine criteria, based on themes generated as part of the baseline work including stakeholder engagement.

The nine themes have been refined and used as criteria to assess the options, including:

1. Design quality & local character
2. Sustainable travel
3. Deliverability
4. Village relationships
5. Facilities & local centres
6. Landscape & open space
7. Housing mix & neighbourhood
8. Jobs & skills
9. Engagement & stewardship

This place making focussed assessment will be undertaken in the round using a 'red amber green' approach:

- Green Positive
- Amber Negative implications
- Red Significantly negative

This is complemented by a sustainability appraisal that has been undertaken by HBC.

Considering the strategic nature of the options at this stage of the process the assessments will be similarly high level.

From this assessment, including stakeholder engagement, conclusions will be drawn informing a preferred concept framework which may include one of the above 3 or a combination of the best performing elements.

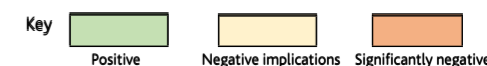


Fig. 14: Nine criteria for new settlement options assessment

### 5.3 OPTIONS ASSESSMENT TABLE

	Design Quality & Local Character	Sustainable Travel	Deliverability	Village Relationships	Facilities & Local Centres	Landscape & Open Space	Housing Mix & Neighbourhood	Jobs & Skills	Engagement & Stewardship
Option 1 Central Focus	Opportunities to connect with adjacent villages	Opportunity to re-route A59 improving connectivity with Green Hammerton	Capable of delivering the required number of housing units and commercial development	Direct approach to integration with local villages including shared access to facilities	Opportunity for early phases to access facilities in nearby villages & new facilities to be accessed by existing residents	Development avoids significant areas of high ground and promotes this land as green space	Scope for at least 3,000 homes at a range of densities	Scope for around 5ha of employment – located near to A59	Network of green space provides opportunities for strategic management and stewardship – interested party in place
	Opportunities to create prominent landmarks, approaches and new character on the A59	Longer distances from new residents to stations, exacerbated by re-routed A59 barrier	Most of the site area is within the control of willing landowners or a land promoter, however, question over availability of part, with risk of opposing land promoter withholding their land which could place risk over deliverability	Potential to create a degree of buffer to the west of Green Hammerton	Lack of capacity of key facilities such as shops in existing villages means that new services will be required in early phases	Majority of sensitive landscape areas promoted as green space or retained as agricultural	Potential for some future expansion but limited by re-routed A59	Employment to eastern periphery away from new development core separated from rail stations by rerouted A59	Broad stakeholder consensus for development away from villages
	Major impact on character of nearby local villages due to scale and coalescence	Disruption related to A59 re-routing	A delivery statement prepared by the promoter of land in Option 1 demonstrates how the variant site infrastructure requirements can be delivered and there are understood to be no significant flood risk or infrastructure constraints which cannot be mitigated	Development visible on rising landform, possibly breaking the skyline in views from Kirk Hammerton Conservation Area	New homes to the east will be a significant distance from new facilities	Development on areas of high ground near Providence Hill and Coney Garth Hill			
			Experienced developer in place to promote delivery of scheme			Loss of open agricultural land			
			A viability report has been produced by a promoter of a scheme which broadly reflects the Spatial Option 1. This indicates the scheme is viable making provision for the various site development and infrastructure costs.						
Option 2 North of Cattal Station Focus	Opportunities to connect to nearby villages	Less disruption as there is no requirement to divert A59 or bridge railway for vehicular traffic	Capable of delivering the required number of housing units and commercial development	Potential to create a buffer to the west of Green Hammerton	Lack of key facilities such as shops in existing villages means that new services will be required in early phases	Development on significant areas of high ground	Scope for 3,000 homes at a range of densities	Scope for around 5ha employment – located near to A59	No interested party in place for stewardship
	Opportunities to create prominent landmarks, approaches and new character on the A59 and around Cattal station	Dispersed development located between two barriers, the A59 and the railway line undermines sustainable travel	Most of the site area is within the control of willing landowners, however, question over availability of part	Development visible on rising landform, possibly breaking the skyline in views from Kirk Hammerton Conservation Area	Elongated settlement means that many residents will be a significant distance from facilities	Loss of open agricultural land	Isolation of neighbourhoods to western periphery		
	Major impact on the character of nearby local villages due to scale and coalescence		Insufficient evidence available to determine whether there are any significant flood risk or infrastructure constraints that cannot be mitigated				Potential for some future expansion but limited by rail line		
	Lengthy hard development edge to rail line not in line with local character		No developer in place for this option						
			A high level viability assessment has been produced however no details of site infrastructure or development cost have been provided and as such there is deemed to be a relatively significant level of risk associated with this scenario						
Option 3 Cattal Station Focus	Opportunities to connect to nearby villages	Focus of development around Cattal Station provides opportunities for significant commuting by rail	Capable of delivering the required number of housing units and commercial development	Significant green gap between new settlement and existing villages avoids coalescence	New facilities clustered in local centre around Cattal station hub	Development avoids high ground to the north east	Scope for at least 3,000 homes at a range of densities	Scope for around 5ha employment – located near to rail, road and residents	Network of green space provides opportunities for strategic management and stewardship – interested party in place
	Opportunities to create prominent landmarks, approaches and new character at the A59 and around Cattal station	A59 beyond the extent of the new development, but remains a barrier for existing residents	Most of the site area is within the control of willing landowners or a land promoter, however, question over availability of part with opposing land promoters stating that their land would be withheld which could place at risk the deliverability	Development is the least visible from the surrounding Conservation Areas, but may still be visible from a localised area of Kirk Hammerton Conservation Area	Vast majority of residents in walking distance of local centre	Majority of sensitive landscape areas promoted as green space or retained as agricultural	Potential future expansion to south and west		Broad stakeholder consensus towards focusing development to the south west of the area
	Moderate impact on setting of local villages	New vehicular bridge crossing of the railway requires careful consideration of rat running towards Cattal.	A delivery statement prepared by the promoter of land in Option 3 demonstrates how the variant site infrastructure requirements can be delivered and there are understood to be no significant flood risk or infrastructure constraints which cannot be mitigated	Potential for gap between settlements to undermine village relationships and sharing of facilities	Significant distance for existing village residents to access new facilities	Potential impact on SSSI to south mitigated by generous green infrastructure provision on site			
		Compact orientation of development around local centre (500m walk/ cycle) for new residents	Experienced developer in place to promote delivery of scheme		Lack of key facilities in existing villages means that new services will be required in early phases	Loss of open agricultural land			
			A viability report has been produced on behalf of the land promoter of Option 3 which indicates the scheme is viable. Network Rail have a ransom position and have expressed a desire to secure a share of value uplift of the development which creates some risk regarding viability albeit this is considered capable of being mitigated through negotiation.						

Fig. 15: Concept framework options assessment table



## 5.4 THE PREFERRED OPTION

Based on a balanced summary of the options assessment table (Fig. 15), the three options obtain relatively close scoring upon balancing each of their pros and cons, with option 3 Cattal Station Focus presenting positive factors which will create the most sustainable and attractive place.

The options assessment table concludes that when assessed in the round Options 1 and 3 both come across well with Option 3 having slightly more positives than negatives. Key groups of positives for Option 3 include:

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

Harrogate Borough Council's Sustainability Appraisal has also concluded with Option 3 scoring most favourably. In selecting this area as a broad location for growth, one of the opportunities identified was the potential for future growth – Option 3 offers the greatest potential to achieve this, south / west of the rail line.

A preferred option is therefore concluded based on the above assessment summary. Fig. 16 shows the preferred option diagram. Other positive characteristics will be incorporated from option 1 and 2, including opportunities to further connect new development with adjacent villages and sharing of facilities.



Fig. 16: Preferred concept framework option diagram

## 6. CONCEPT FRAMEWORK

### 6.1 LAND USE FRAMEWORK

Successful places are not just about the buildings, spaces and routes but also the diversity and distribution of uses that they facilitate.

The land use framework plan of the new settlement is based on the preferred concept option diagram (Fig. 16). The proposed local centre and employment area is located at the heart of the settlement directly adjacent to Cattal railway station, forming this new '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.

This is then surrounded by residential land use with pockets of open space and green linkages connecting throughout the settlement. This provides soft buffers between neighbourhoods, but also enriches biodiversity, while providing accessible green spaces to residents.

Proposed residential use is allocated into three density zones in order to achieve a diverse mix of housing types and tenures. Residential parcels with highest densities are located closest to the local centre and Cattal station. Along the rural outskirts of the new settlement is where the low density parcels are located. A combination of low density peripheries and green edges minimises visual and perceptual impacts on neighbouring villages. Medium density parcels sit between the high and low density zones to provide a rich mix of housing types amongst all neighbourhoods.

These principles have been taken in to 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.

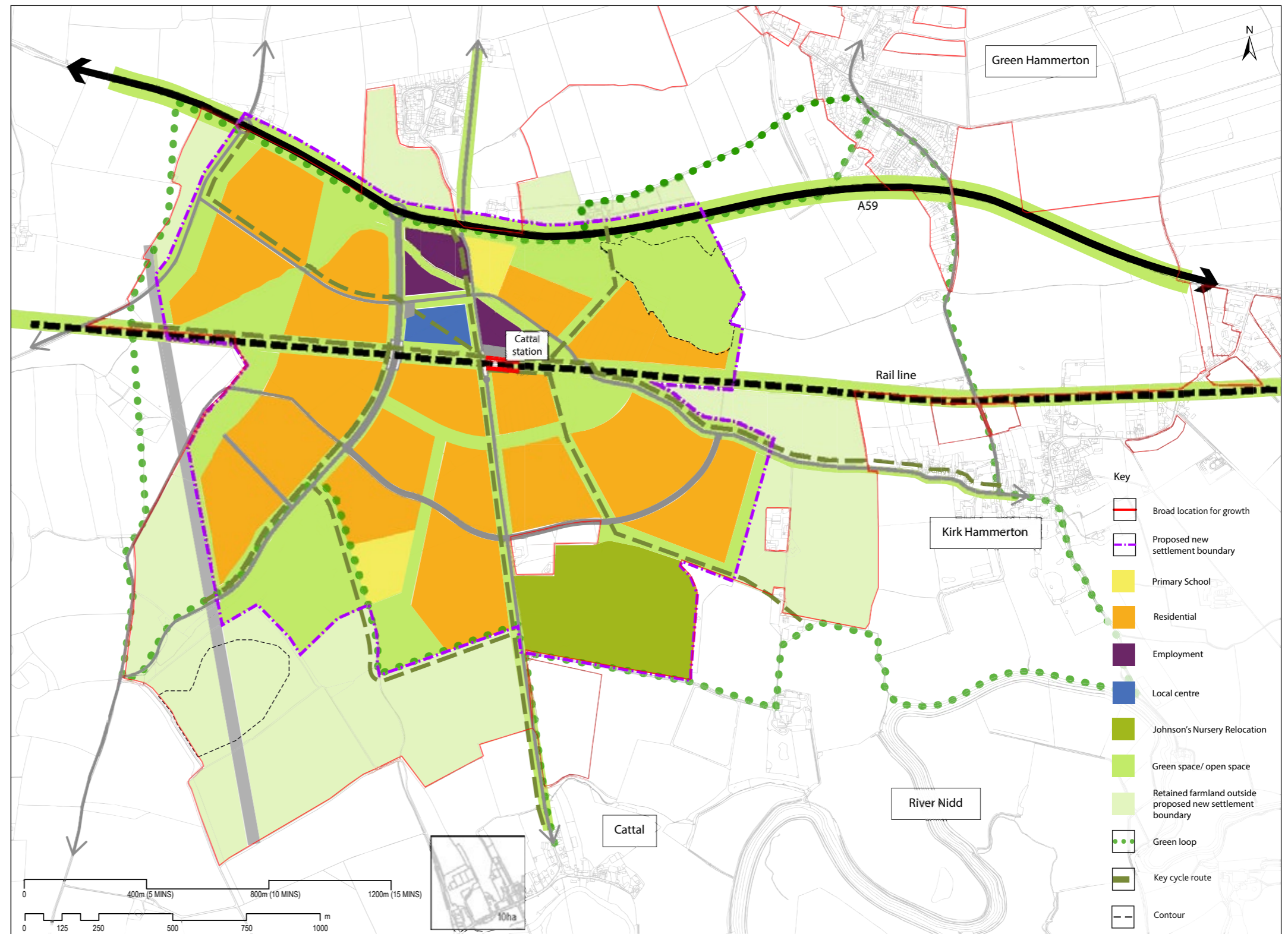


Fig. 17: Land Use Framework Plan

The land uses allocated are as follows and are illustrated in Figure 17. Land use quantum are as follows:

Gross site area	269 ha (includes Johnson's Nursery site 22.06 ha)
Homes	3,617 homes (with potential for future expansion within proposed settlement boundary and beyond) Average residential density: 33 dph (Refer to Appendix 1)
Residential	120.21 ha
Employment	5.19 ha
Local Centre	3 ha
Education	2.50 ha (420 place primary school A)
	3.50 ha (420 place primary school B and future expansion)
Open space	48.50 ha
Pitches	8.67 ha
Water	7 ha
Attenuation	
Infrastructure	0.75 ha of additional car parking around station (expandable to accommodate around 300 to 350 cars with decking)
	0.19 ha to accommodate a pedestrian and vehicular bridge

Residential land use within the new settlement is allocated into three density zones in order to achieve a diverse mix of housing types and tenures (Fig. 18). The staggering of density presents natural urban form, from a higher density core, to a lower density periphery:

1. Low density zone 20-30 average dph
2. Medium density zone 30-40 average dph
3. High density zone 40-50 average dph

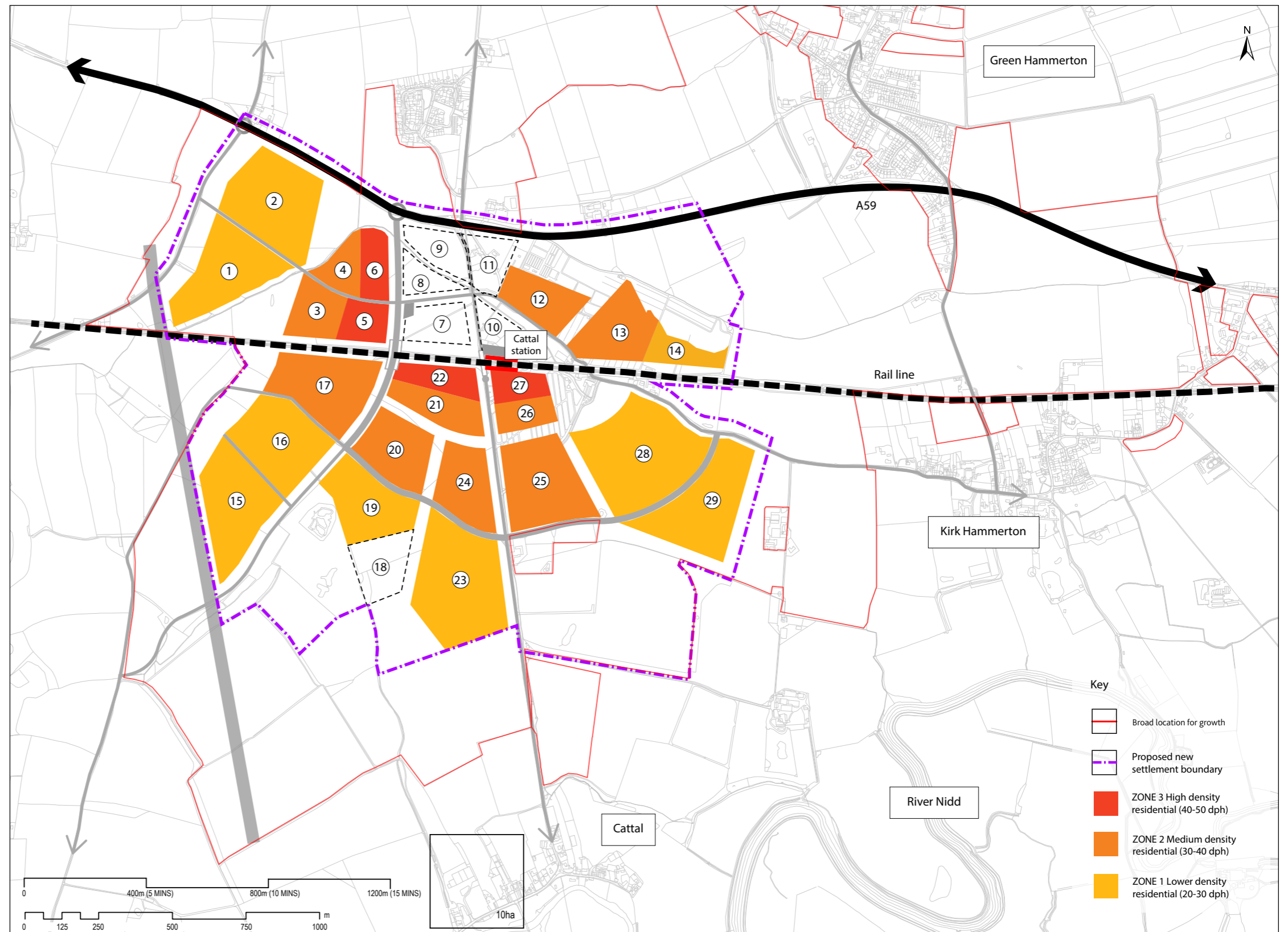


Fig. 18: Residential Density Allocation Plan

## 6.1 LAND USE FRAMEWORK

### Housing

The new settlement will allow for the provision of at least 3,000 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.

### Education

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) as well as the commitment to the expansion of Boroughbridge High School.

### Open Space

The new settlement will provide sufficient high-quality accessible open space in response to the requirements set out in the Harrogate District Local Plan. This will include the provision of parks and gardens, natural and semi-natural greenspace, outdoor sports facilities, amenity greenspace, provision for children and young people, allotments and community gardens, etc. SUDS (Sustainable urban drainage system) wetland will be integrated for water management, amenity and biodiversity, as part of blue-green infrastructure.

### Employment

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 B1 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.

### Local Facilities

A new community of over 8,000 residents will generate a need for new local facilities. These will be centred between transport networks and will be accommodated within land allocated to a local centre and employment zone.



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## 6.2 ACCESS & MOVEMENT FRAMEWORK

A key driver for Green Hammerton/ Cattal is to ensure that the new settlement is easily accessible. The access and movement framework will deliver a sustainable and well integrated and connected neighbourhood:

### Key Opportunities:

- Enable people to move around the new settlement and surrounding area without over reliance on cars, through the provision of a safe, integrated and direct network of footpaths and cycleways.
- Reduce the need to travel off-site, by providing key services, leisure, retail, education and employment opportunities on-site, and connecting these via sustainable modes with homes.
- Focus the development around Cattal Station to provide an excellent rail hub that serves the community with a regular rail connection to Harrogate, York and Leeds. Enhance the safety of the railway through the provision of new infrastructure.
- Provide a network of bus routes through the site, ensuring every house is within an easy walk of a bus stop, to serve the settlement and surrounding communities.
- Provide safe, efficient links with the A59, providing direct access to employment, the local centre and Cattal Station.
- Provide improvements to the wider highway network in order to increase capacity.

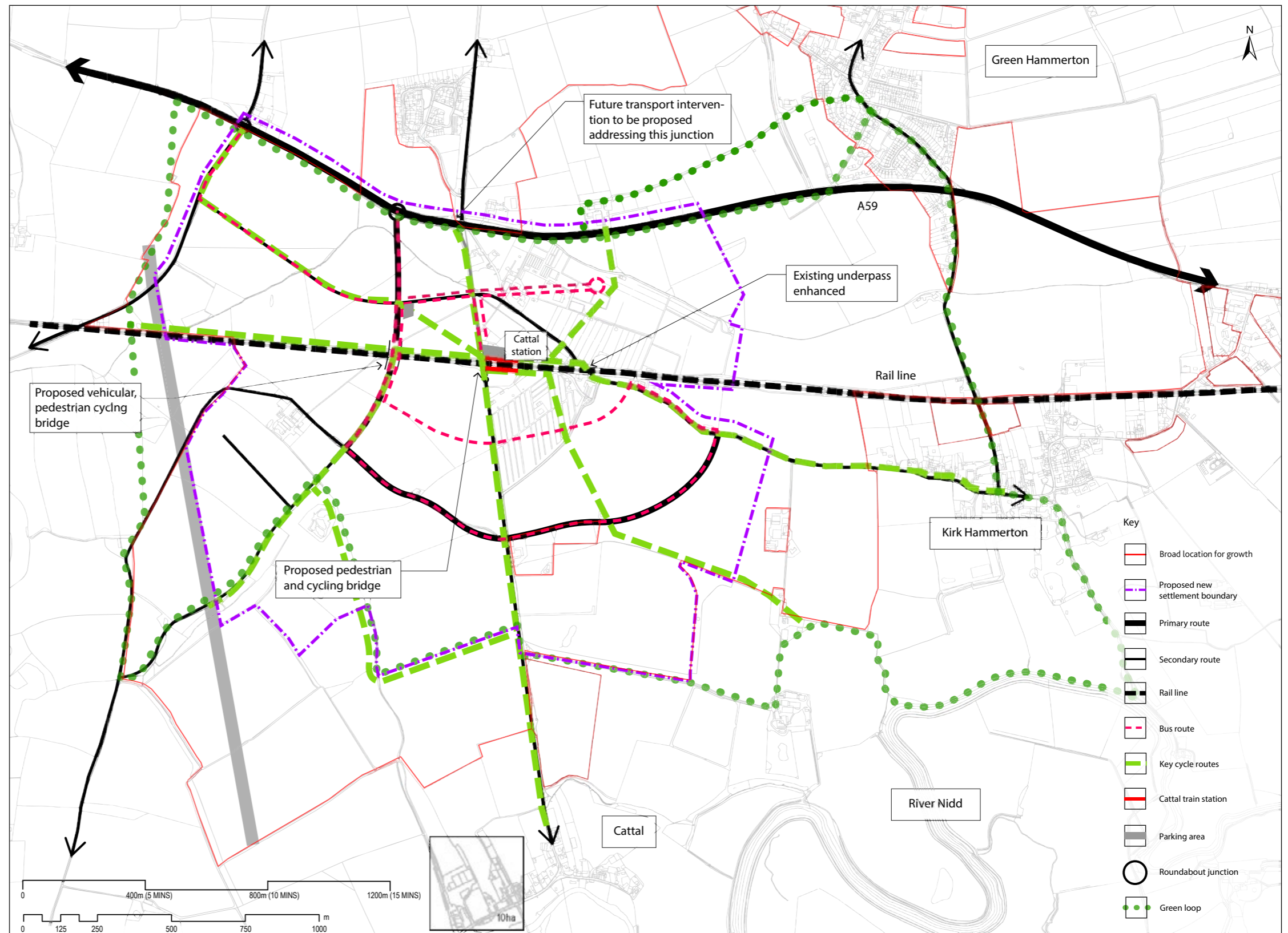


Fig. 19: Access & Movement Framework



## 6.3 ACCESS & MOVEMENT FRAMEWORK

### Street Typologies

The new settlement movement framework will adopt a clear road hierarchy maintaining primary routes to move traffic efficiently around the site and to the A59. A network of secondary residential streets will maintain circulation around the development without facilitating heavy traffic flow or rat-running. Primary routes will accommodate integrated cycle infrastructure and wide pedestrian pavements to mitigate dominance from the carriageway. Residential streets will be designed to reduce speeds and contribute to place making through homes that interact with the street. Major desire lines will incorporate pedestrian/ cycle focussed crossing points to prioritise active travel.

### Public Transport

The facilities at Cattal Station will be enhanced and the development will coincide with an increase in the frequency of the rail service. The road network has been laid out such that every house will have access to a bus stop, with there being flexibility built into the road network to allow services to pass through the settlement as a priority to access a number of local communities and facilities, including secondary education.

### Parking Strategy

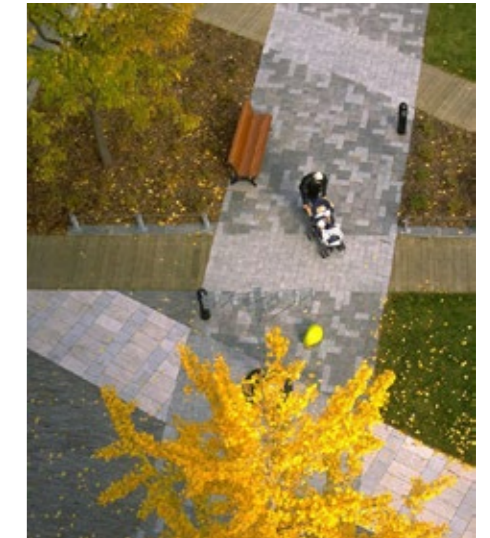
Car and cycle parking will be provided in line with the current guidance prepared by North Yorkshire County Council. This guidance recommends a flexible approach is taken so that the parking required is assessed on its merit and a site's level of accessibility. Car parking should be located and designed such that it does not encourage local trips within the new community to be made by car. As such, car parking for Cattal Station should be positioned to the north of the railway line, to encourage walking and cycling from the south. The station car parking will need to cater for park and ride trips for the wider community, and measures should be put in place to ensure future expansion of the car park if required.

Within individual residential neighbourhood, there will be a combination of well designed in-curtilage parking (no more than 50% of street frontage), designed in on street parking and some well designed and secure parking courts.

Local mobility hubs, car clubs and lift sharing promotions will be incorporated in the development to minimise the need for parking spaces and multiple car households.

### Walking & Cycling

Walking and cycling will be the most popular method for travelling around the settlement. These modes will be supported by a safe, integrated and direct network of footpaths and cycleways. Cyclists will be able to make use of the quieter residential streets as well as a series of direct, segregated routes which will lead from every corner of the settlement to the railway station in the centre. A further circular green loop will provide a route around the community, linking with Cattal, Kirk Hammerton and Green Hammerton.



## 6.3 GREEN INFRASTRUCTURE FRAMEWORK

The new settlement will adopt a holistic approach to planning and design with integrated blue - green infrastructure - including the provision of natural features and ecosystem services - delivering a resilient landscape.

### Key Opportunities:

- **Water management.** Areas of water attenuation would slow down the passage of water to the Kirk Hammerton Beck. The nearby River Nidd provides opportunity for enhancement to biodiversity, recreation and local character.
- **Climate change adaptation and mitigation.** By delivering a well connected GI framework, people can be encouraged to travel in a more sustainable way. Connected GI also creates wildlife corridors to stimulate more resilient biodiversity and provide attenuation to reduce the risk of flooding.
- **Business Benefits.** Quality green space has the opportunity to create a setting for investment within the employment core.
- **Local Distinctiveness.** A strong GI framework can enhance the local sense of place of Green Hammerton and Cattal when related to the existing landscape character.
- **Recreation and Health.** By providing recreational opportunities close to peoples homes, such as allotments and equipped areas for play, there can be a positive impact on local health and well being.
- **Education.** With two primary schools there is opportunity to provide areas of outdoor play and recreation to connect children with nature.
- **Ecology.** Additional agreements could be sought with landowners for wildlife-friendly farming within retained farmland to compensate for lost habitat for farmland birds.

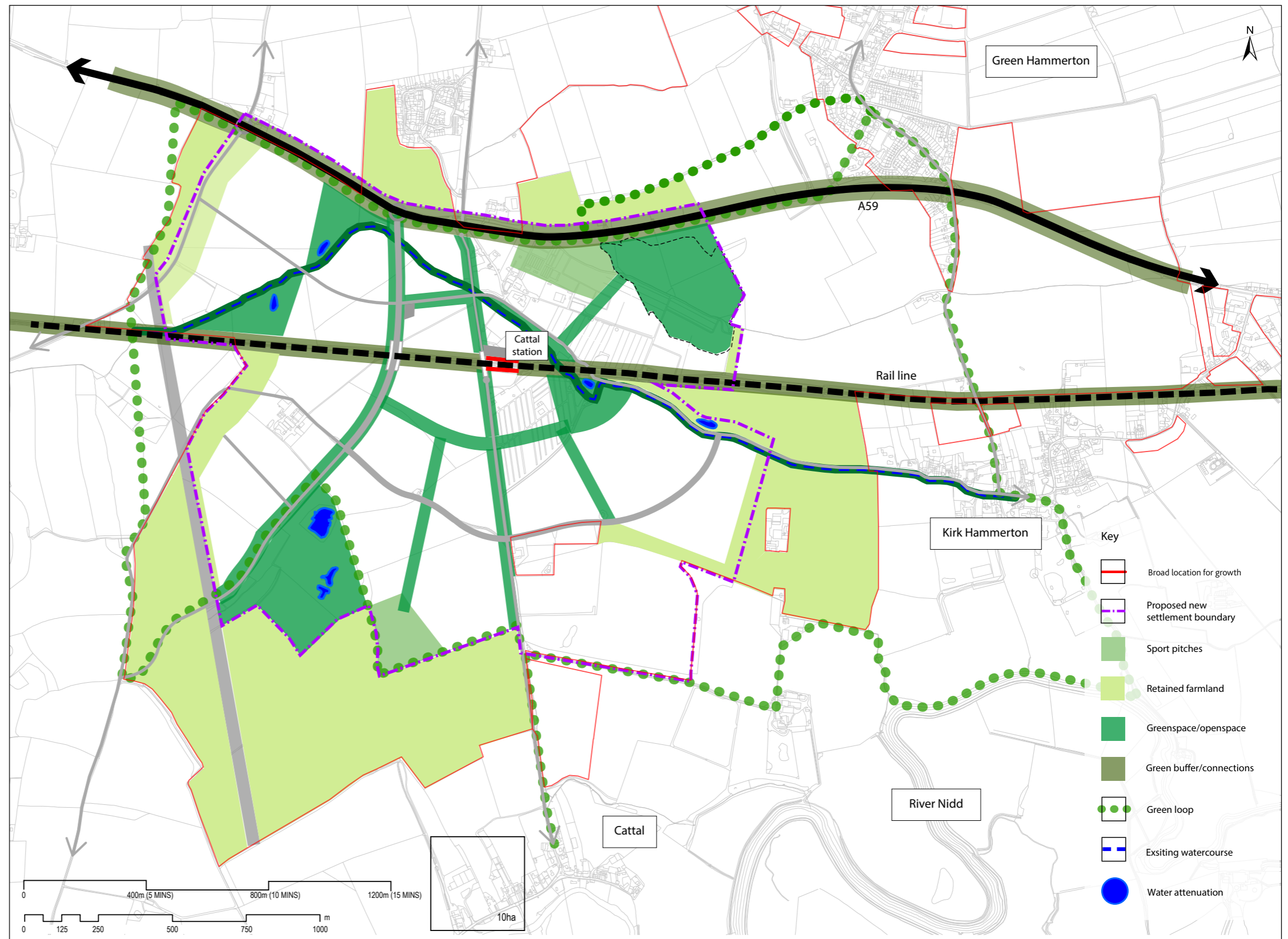


Fig. 20: Green Infrastructure Framework Plan

### Open Space Provision

The new settlement will provide sufficient high-quality accessible open space in response to the requirements set out in the Harrogate District Local Plan. 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.

### Green Corridors

Corridors of trees, green spaces, pedestrian and cycle ways, and the Kirk Hammerton Beck, connect the new settlement and reflect the local character. These corridors form the green spine of the new settlement and additionally reduce the impact of climate change, offer sustainable transport routes and enable biodiversity to flourish.

### Play & Recreation

Sports pitches are carefully sited, adjacent to proposed primary schools, within the new settlement. Informed by the Harrogate District Council Local Plan, 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, of varying lengths, will provide walking and cycling routes to connect these places and provide links to nearby villages.

### Parks

The green infrastructure framework will accommodate a series of parks. These will be managed and vary in scale and location across the new settlement to ensure recreational opportunities to all of its future residents. This includes an area of elevated ground at Doodle Hills.

### Management & Stewardship

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.



## 6.4 PLACE MAKING FRAMEWORK

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.

### Key Opportunities:

- Local Distinctiveness - A strong place making framework will help ensure that the new settlement embodies a strong sense of place whilst taking cues from local characteristics.
- Legibility - Central to the place making approach is the notion that gateways and vistas across the new settlement will allow for coherent navigation and movement across the area.
- Walkability and Connectivity - Quality networks of pedestrian and cycle infrastructure will create a network of compact and walkable neighbourhoods that support modes of sustainable transport.
- Integrated neighbourhoods - Whilst the new settlement will be made up of different character areas, connections between them will create an overarching identity to the new settlement.
- Desirable neighbourhoods - Areas that have a distinct character, provide a variety of community facilities and have integrated networks of public realm and green space will be attractive places to live.

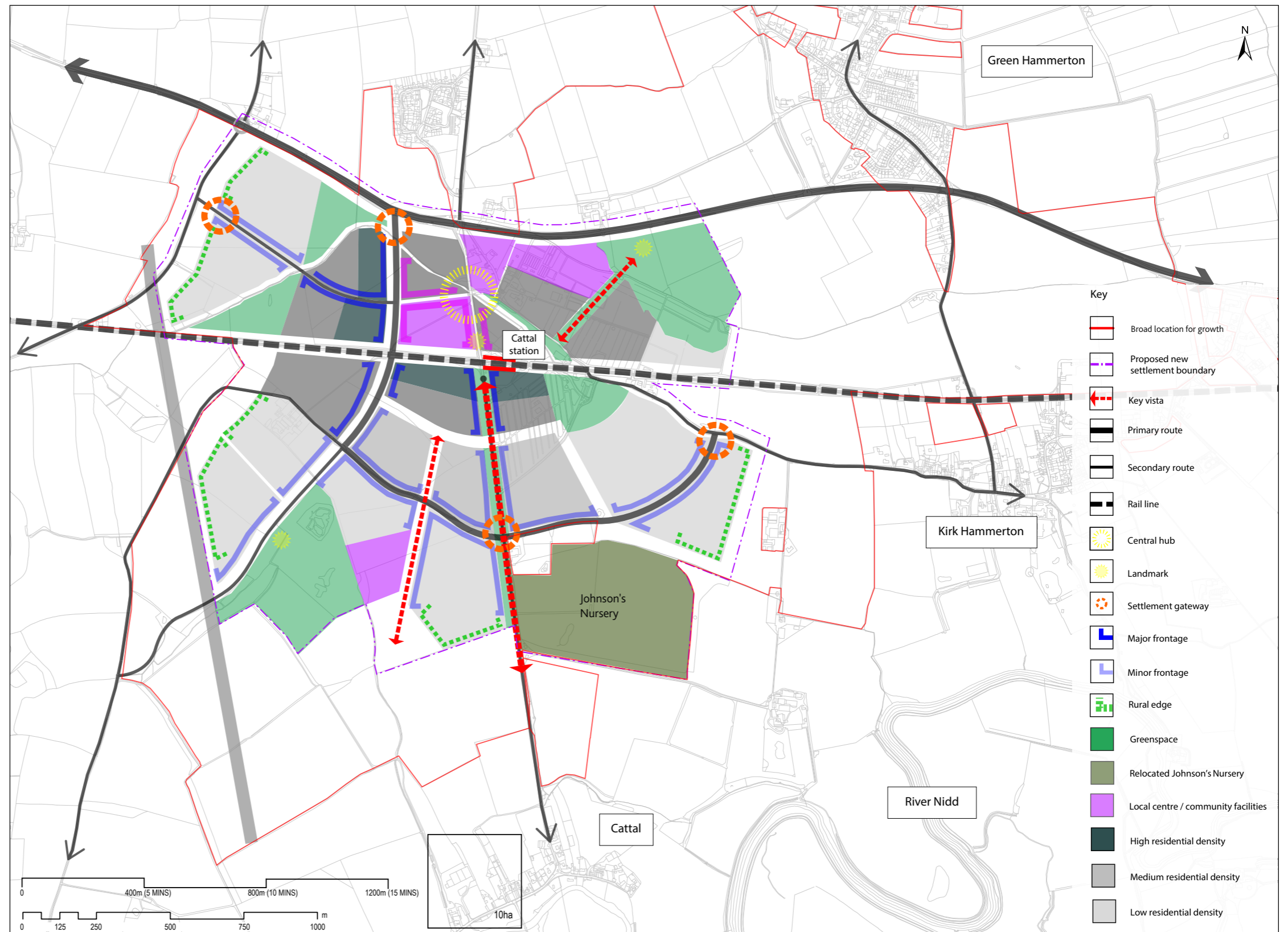


Fig. 21: Place making Framework Plan

### Public realm

A key place making principle for the new settlement is concerned with the creation of a hierarchy of spaces that both connect people to community facilities as well as creating an integrated and walkable development.

### Gateways and Vistas

Existing site conditions such as the landscape topography will be used to create key vistas of the surrounding countryside. Landmarks and gateways will be adopted at prominent locations in order to make visual connections across the development and create a series of integrated neighbourhoods. This will include quality gateways to the north and south of Cattall Station.

### Edges and Frontages

There will be a contextual use of edge treatments across the development. Some outer areas will adopt a soft rural edge to integrate sensitively into the surrounding landscape, whilst other areas will show urban frontage and interact with key routes through the development.

### Local Centre & Community Facilities

A mixed-use local centre will provide a diverse and vibrant space at the heart next to Cattall Station. It will accommodate a hub for the local community and facilitate a mixture of fine grained employment uses, education, shops and community services.

### Character Areas

Whilst the new settlement will have its own special character and identity, it will be more than just a single place. A number of integrated character areas that compliment existing landscape and settlement features will be adopted. (See 6.5.1)



## 6.4.1 CHARACTER AREAS

### Village Centre

The village centre will lie at the heart of the new settlement anchored by Cattal Station, maximising potential to capture trade and being easily accessible from the surrounding neighbourhoods. The centre will provide a vibrant mixed use space that provides a variety of community facilities as well as fine grained commercial opportunities.

### Doodle Hill Park

At the centre of this area will be a green movement corridor that connects the neighbourhood out to the high ground landscape of Doodle Hills. This will draw landscape views into the development whilst also being located for convenient access to the Village Centre.

### Village Neighbourhoods

The residential heart of the development will be characterised by a set of medium density mixed neighbourhoods, with homes contributing to unique identity and character. Neighbourhoods will have a hierarchy of spaces and connections integrating into the rest of the development.

### Green Neighbourhood

The area will utilise green connections south and east to the River Nidd Corridor, whilst adopting a soft rural edge that integrates sensitively with the landscape and relocated Johnson's Nursery.

### Rural Fringe

Moving to the rural edge of the new settlement, the structure will become less formal with a more rural feel and a greater sense of space with a lower density. The urban grain will take cues from surrounding farmstead typologies to provide a looser, feathered edge that sensitively integrates with the surrounding landscape.

### Beckside

Residential area with quick walking and cycling connections along the Hammerton Beck into the facilities and employment around the Village Centre and Cattal Station.

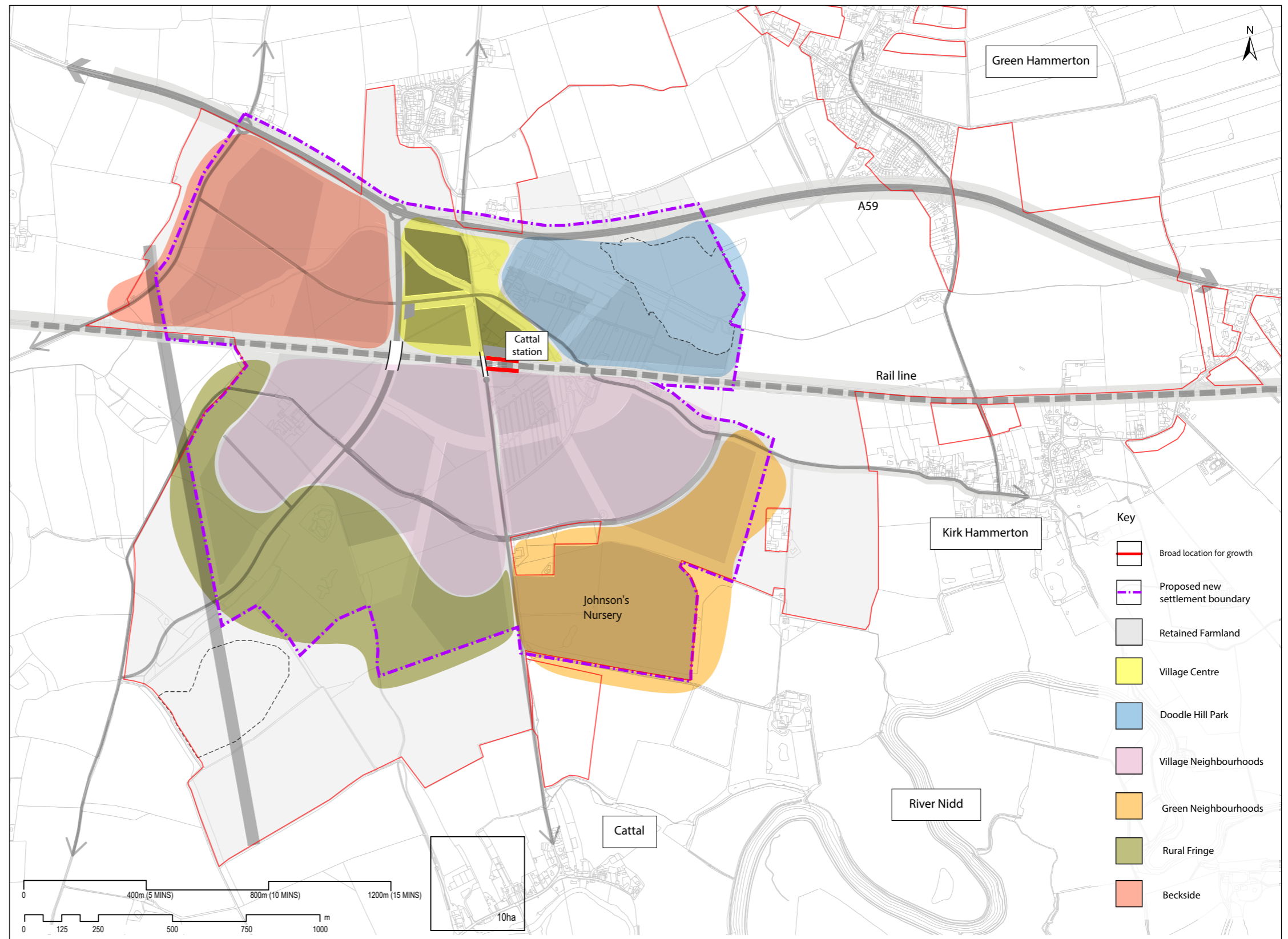


Fig. 22: Character Area Plan

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## 6.5 SUSTAINABILITY FRAMEWORK

Creating a high quality sustainable neighbourhood has been an integral part of the concept framework for Green Hammerton/ Cattal new settlement.

### Key Opportunities:

- Encourage walking and cycling. A recreational route provides walking and cycling routes of varying lengths and connects key destinations including: the settlements of Green Hammerton, Kirk Hammerton and Cattal, the River Nidd and green/ open space.
- Promote non-car modes. The facilitation of a bus route along primary routes will connect the residential neighbourhood to its local centre.
- Encourage and safeguard biodiversity. Large areas of retained farmland will serve as buffers and enhanced greenspaces and water bodies will seek to support wildlife.
- Create employment opportunities. The new settlement will facilitate areas for employment uses.
- Sustainable urban drainage (SUDS). Potential to create a network of natural flood management methods.

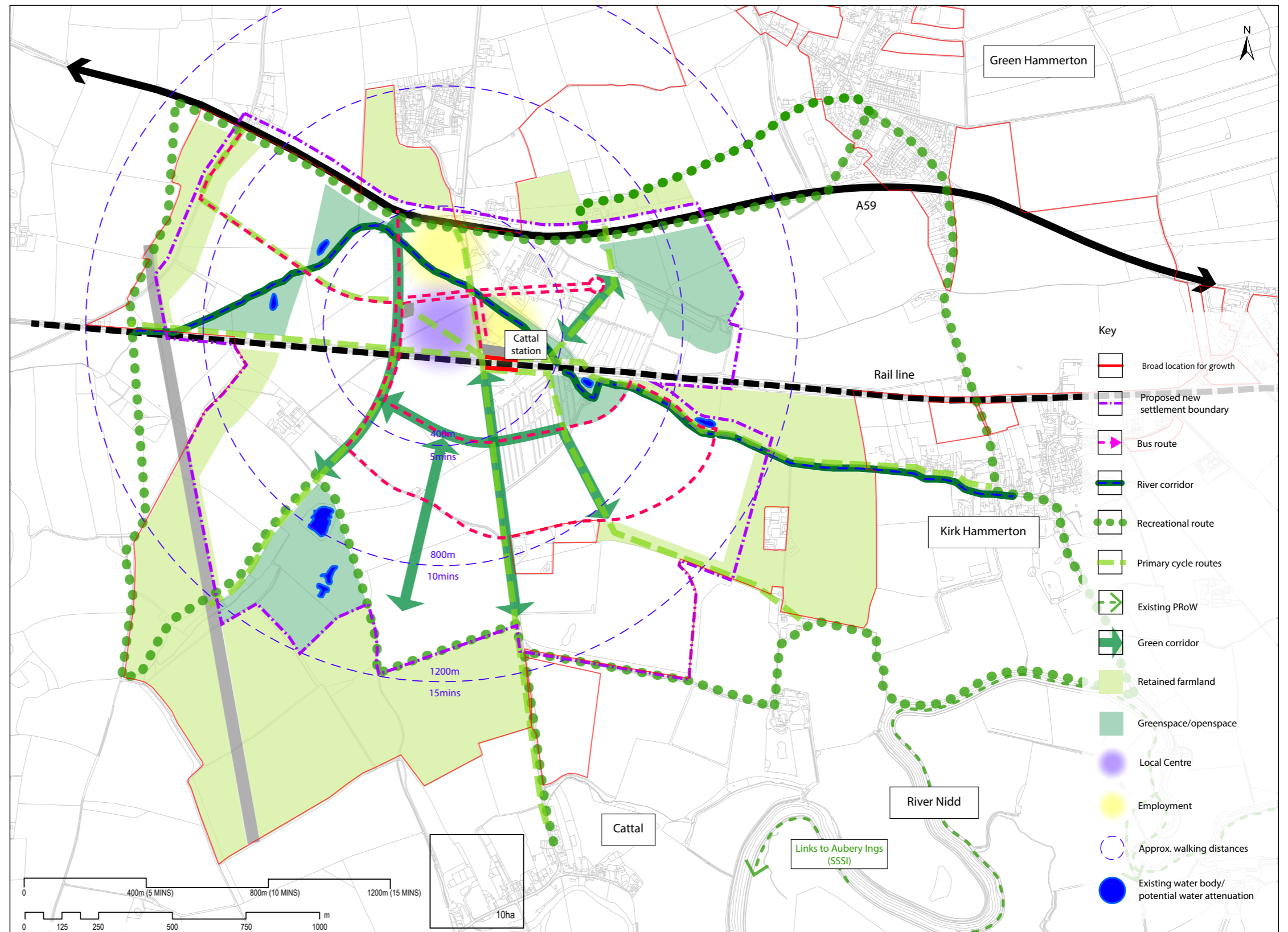


Fig. 23: Sustainability Framework Plan



### Sustainable Transport

Accessibility by non-car modes is an essential element in creating a sustainable neighbourhood. The framework introduces bus links and well penetrated cycling routes along primary routes. The walkable neighbourhood strategy embraces not just its immediate surroundings but also provides connections to nearby villages and landscape destinations.

### Employment

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. The neighbourhood facilitates access to employment within notable areas, such as Harrogate, York and Leeds, with commutable routes along the A59 and Northern Rail line.

### Ecology

The green infrastructure framework promotes a comprehensive network of green corridors across the site which connect to various large open spaces within the new settlement. Large areas of retained farmland and sufficient buffers around the outskirts of the new settlement will serve to safeguard existing areas of ecological value. Water bodies/ potential flood attenuation ponds serve to support biodiversity and connect to a SUDS throughout.

### Healthy Lifestyles

The new settlement will be a place that stimulates its residents to live a healthy and sustainable life. Active healthy lifestyles are promoted through the provision of green spaces to be used for sports and recreation. These are interconnected by walking and cycling routes that provide wider connections to the surrounding countryside.



## 6.6 PHASING, INFRASTRUCTURE & DELIVERY FRAMEWORK

In developing the concept of a new settlement, it is critical to ensure that the development proposals are both viable and deliverable. The proposed delivery strategy for the new settlement is based on 29 individual land parcels forming the broad area for growth, each contributing to the delivery of the new settlement.

As discussed in section 6.2 and Fig. 18, residential land use within the new settlement is allocated into three density zones in order to achieve a diverse mix of housing types and tenures. Residential parcels with highest densities are located closest to the local centre and Cattal railway station. Along the rural outskirts of the new settlement is where the low density parcels locate. Medium density parcels sit between the high and low density zones to provide a rich mix of housing types amongst all neighbourhoods.

The key principle of the phasing strategy is that development initially takes place north of the railway line, before land parcels are developed to the south of the railway. This would allow each individual phase to cover residential developments at various range of densities and sizes.

Fig. 24 illustrates four key strategic phasing zones with infrastructural phasing incorporated, it is based on the fundamental principle that strategic infrastructure is required up front to open up access to development parcels. Fig. 25 illustrates the proposed detailed phasing plan by Vectos.

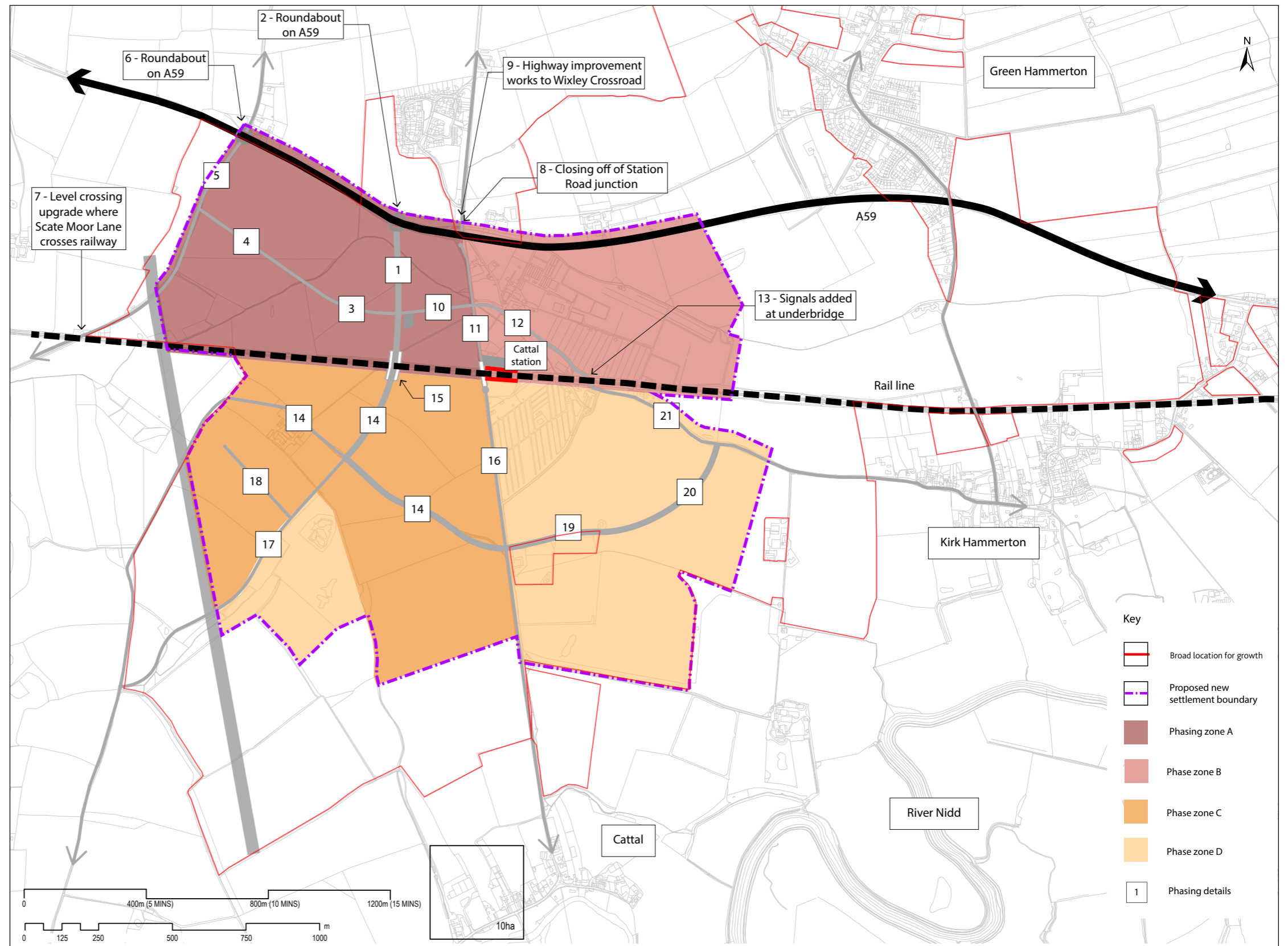


Fig. 24: Strategy Phasing & Delivery Plan

**Key**

KEY (GENERAL)	
	PROPOSED SITE BOUNDARY SETTLEMENT PLAN
KEY PHASE 1:	
	GREEN LOOP
	LINK ROAD
	SECONDARY ROAD
	SEGREGATED FOOTWAY / CYCLEWAY
	ROUNDBOUT ON A59
	DEVELOPMENT BOUNDARY (3-6)
KEY PHASE 2:	
	GREEN LOOP
	SECONDARY ROAD
	SEGREGATED FOOTWAY / CYCLEWAY
	ROUNDBOUT ON A59
	IMPROVEMENT WORKS TO EXISTING HIGHWAY
	DEVELOPMENT BOUNDARY (1-2)
KEY PHASE 3:	
	GREEN LOOP
	SECONDARY ROAD
	IMPROVEMENT WORKS TO EXISTING HIGHWAY
	DEVELOPMENT BOUNDARY (7-11)
KEY PHASE 4:	
	GREEN LOOP
	SECONDARY ROAD
	SEGREGATED FOOTWAY / CYCLEWAY
	DEVELOPMENT BOUNDARY (12-14)
KEY PHASE 5:	
	SECONDARY ROAD
	SEGREGATED FOOTWAY / CYCLEWAY
	IMPROVEMENT WORKS TO EXISTING HIGHWAY
	DEVELOPMENT BOUNDARY (17, 21, 22)
KEY PHASE 6:	
	GREEN LOOP
	SECONDARY ROAD
	SEGREGATED FOOTWAY / CYCLEWAY
	DEVELOPMENT BOUNDARY (15, 16)
KEY PHASE 7:	
	GREEN LOOP
	PRIMARY ROAD
	SECONDARY ROAD
	SEGREGATED FOOTWAY / CYCLEWAY
	IMPROVEMENT WORKS TO EXISTING HIGHWAY
	DEVELOPMENT BOUNDARY (18-20, 23-24)
KEY PHASE 8:	
	GREEN LOOP
	PRIMARY ROAD
	SECONDARY ROAD
	SEGREGATED FOOTWAY / CYCLEWAY
	DEVELOPMENT BOUNDARY (25-27)
KEY PHASE 9:	
	GREEN LOOP
	PRIMARY ROAD
	SECONDARY ROAD
	SEGREGATED FOOTWAY / CYCLEWAY
	IMPROVEMENT WORKS TO EXISTING HIGHWAY
	DEVELOPMENT BOUNDARY (28-29)

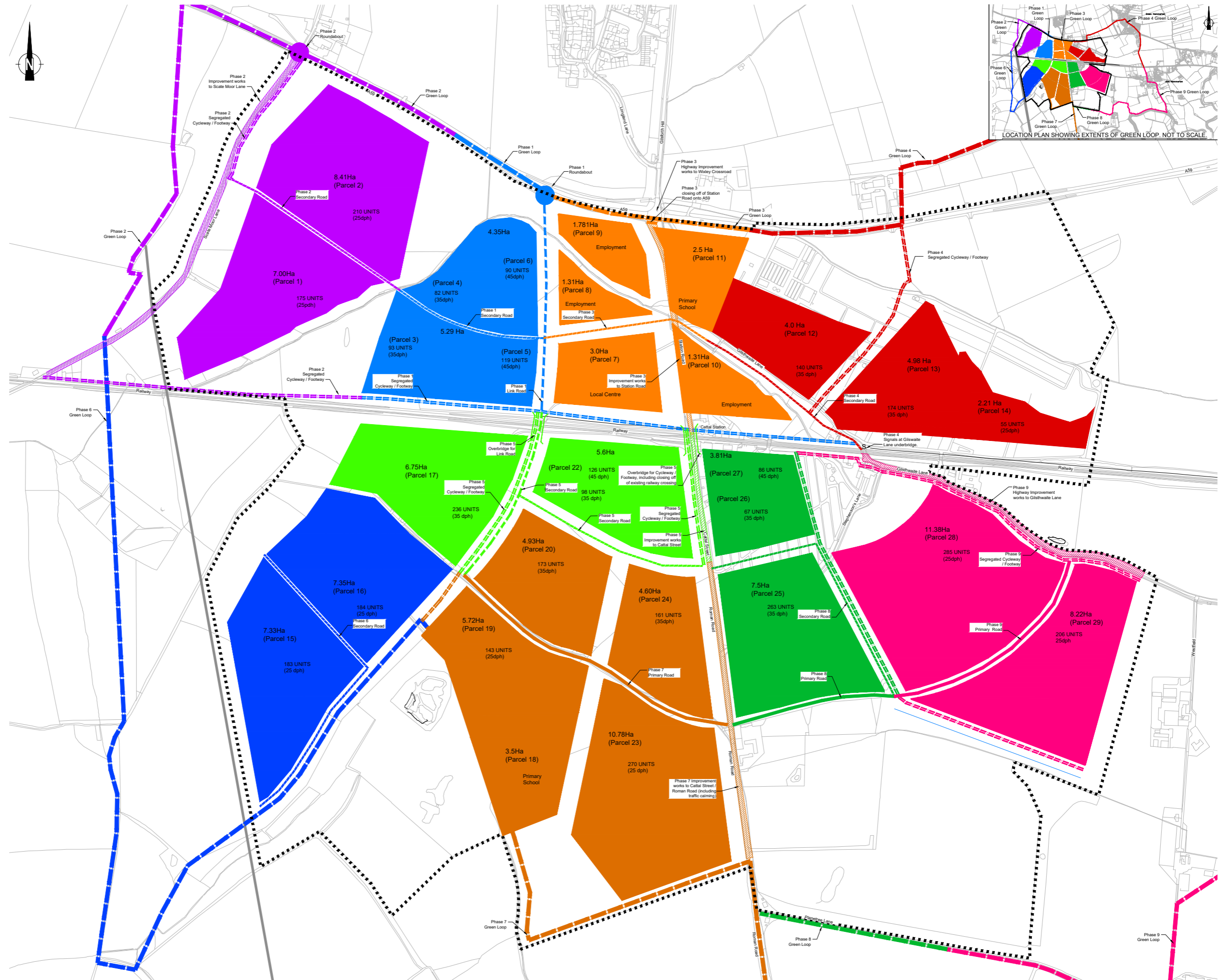


Fig. 25 Parcels & Infrastructure Delivery Plan (Vectos)

## 6.6 PHASING, INFRASTRUCTURE & DELIVERY FRAMEWORK

### Development Principles

The delivery and viability of the new settlement is based on the following principles:

- The scale of the new settlement is such that it is likely to be delivered by different housebuilders, over a number of years.
- A master developer approach is adopted in assessing the viability of the proposed new settlement.
- Market facing assumptions in respect of the number of developer outlets and delivery rates have been made.
- The master developer will deliver the infrastructure works to create serviced development land parcels which are then sold to housing developers who will deliver housing over 27 years.
- The size of the development parcels varies from 55 units (plot 14) up to 210 units (plot 2). This gives scope for a range of housebuilders to purchase development plots, from smaller local housebuilders, to regional and larger volume housebuilders, who may choose to purchase multiple development land parcels.
- The residual land value of development parcels has been calculated based on three residential densities:
  - 25 dwellings per net developable hectare (101 units 11,279 sq.m)
  - 35 dwellings per net developable hectare (142 units 13,159 sq.m)
  - 45 dwellings per net developable hectare (182 units 15,226 sq.m)
- The strategic infrastructure is delivered in advance of housing delivery over nine phases.

### Summary

Cushman & Wakefield have assessed the viability of the new settlement by undertaking a development appraisal based on a master developer approach to delivery. The viability and deliverability assessment assumes that the land within the broad area for growth is capable of and will be made available for development.

The viability work, whilst indicative, shows that the new settlement has potential to deliver the necessary housing units within the required time scales as set out in policy DM4 (at least 1,000 dwellings by 2034/ 2035). The new settlement also has the potential to deliver around five hectares of employment space (B1c/B2/B8), a local service centre, and retail and community uses.


A technical viability report which details the approach to assessing viability and the assumptions made is at Appendix 1.



## 7. CONCLUSIONS

This report and accompanying documents will be used as a basis for formal Regulation 18 consultation to be undertaken by the Council. Considerations and issues raised during the consultation will be used to inform the next stages of the New Settlement DPD's preparation.



A photograph of a gravel driveway leading through a lush green garden. On the left, a metal gate is partially open, revealing a glimpse of a blue pond. The garden is filled with various trees and shrubs, including a large, leafy tree on the right and a tall, thin tree on the left. The driveway is made of light-colored gravel and leads towards a paved area in the distance. The overall scene is bright and sunny, with dappled light filtering through the leaves.

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