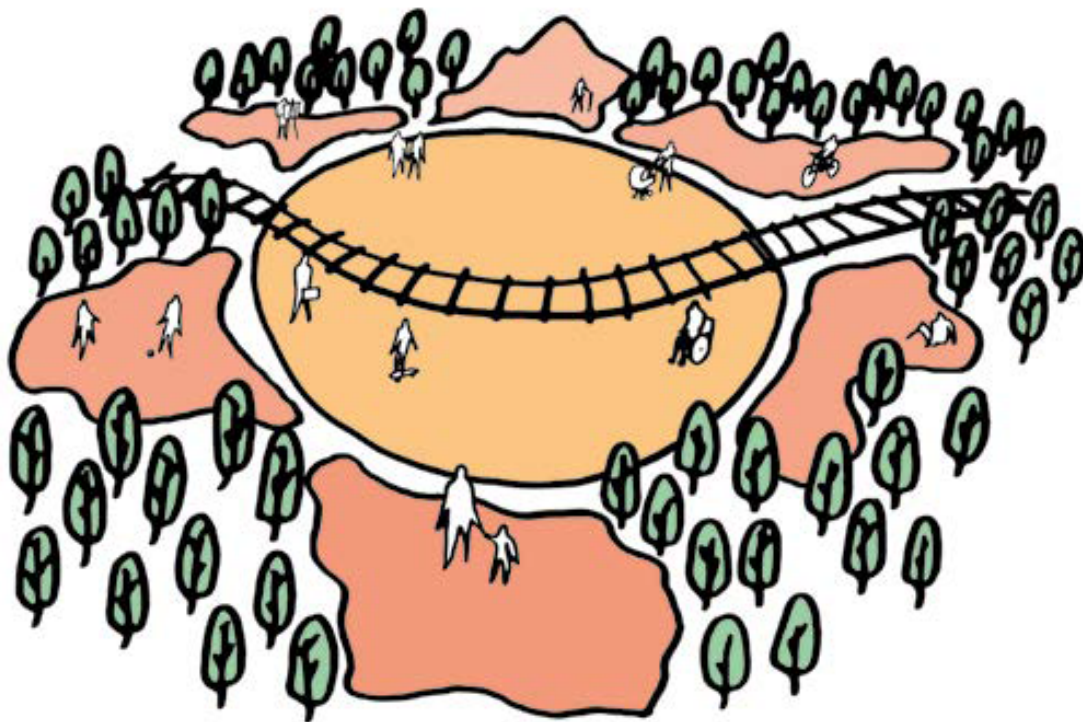


New Settlement (Maltkiln) Development Plan Document (DPD)



Regulation 19 Pre-Submission Draft

Consultation Statement

October 2022

Contents

1 Introduction	3
2 Duty to Cooperate	4
3 Pre-Reg 18	6
4 Regulation 18 Consultation	8
5 Vision and Objectives	10
6 Option Selection	12
7 Development Framework	14
8 Climate Change	16
9 Green and Blue Infrastructure	21
10 Heritage Assets	26
11 Housing	29
12 Local Centre	30
13 Access and Movement	33

Introduction

Introduction 1

- 1.1** It is important that all sections of the community are provided with the opportunity to take part in the planning process at the earliest opportunity so that decisions can take account of the range of community views and reflect, as far as possible, the concerns and aspirations of the people affected by them.
- 1.2** This statement outlines how communities and stakeholders have been involved in preparation of the DPD, how this engagement complies with the Council's Statement of Community Involvement (SCI) and how the issues raised have shaped and informed plan-making.
- 1.3** A large number of respondents expressed their disagreement with the principle and broad location of the new settlement, points which were discussed in great detail during Local Plan preparation and examination. As a result, this statement does not detail those concerns.
- 1.4** It should also be noted that the following summary of feedback does not include specific numbers or statistics. Whilst it is important to capture the issues raised and the strength of feeling put forward by communities and organisations, planning by its very nature does not lend itself to quantitative assessment, i.e. it's not necessarily the case that of "the most votes win" given the number of considerations that need to be factored into decision making. That said, the feedback captured during the consultation provides constructive suggestions and useful points to consider and planning guidance is clear that consultation should inform plan-making.

2 Duty to Cooperate

- 2.1** The Council has an ongoing Duty to Co-operate with neighbouring authorities in regard to plan-making. The principle of a new settlement was established via policy DM4 of the adopted Harrogate District Local Plan. In submitting the Plan for examination, the Council provided a Duty to Co-operate statement that set out the steps that had been taken to fulfill its duty and concluded that there were no outstanding issues of strategic importance. This highlighted those bodies where on-going dialogue would be needed as the New Settlement DPD was being prepared, including City of York Council, Network Rail, Highways England (National Highways) and North Yorkshire County Council.
- 2.2** In addition to separate meetings with individual organisations, the long established North Yorkshire Development Plans Forum has provided a further opportunity to discuss plan-making issues with neighboring authorities.
- 2.3** Specific meetings were held with York City Council during the Local Plan's development and this dialogue has continued throughout the preparation of the New Settlement DPD.
- 2.4** The Council has also worked closely with North Yorkshire County Council on the development of policies, in particular those relating to education and transport. In addition there has been continued dialogue and meetings with key organisations such Network Rail, National Highways, Environment Agency and Historic England. Further details of these discussions are detailed in the relevant sections below.

Story So Far

3 Pre-Reg 18

- 3.1** Gillespies, supported by Cushman & Wakefield and Vectos, were commissioned by Harrogate Borough Council in 2018 to develop a concept framework for the delivery of a new settlement in the Green Hammerton/Cattal area. Stakeholder engagement was integral to this work, including the following key stages:
- **May 2018 Baseline Engagement:** This 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
 - **July 2018 Concept Visioning:** This was a half day Stakeholder Visioning Workshop to explore issues, opportunities, vision and ideas.
 - **September 2018 Concept Framework Development:** This was a half day Stakeholder Options drop-in session which provided an opportunity to comment on the emerging options.
- 3.2** This targeted engagement helped develop the evidence base, key themes and options for how the new settlement could look.
- 3.3** The starting point for consultation on development plan documents is the Statement of Community Involvement (SCI). This sets out how and when communities will be involved.
- 3.4** Harrogate's SCI was updated in August 2020 to reflect circumstances arising from Covid-19. This included a commitment to explore different ways of engaging with communities when established methods (such as events and exhibitions) are unavailable. For details please see <https://www.harrogate.gov.uk/sci>.
- 3.5** The Council also developed a bespoke Engagement Strategy which outlined additional measures and methods that the Council aspired to use to make sure that as many people as possible could engage with the DPD and were not disadvantaged by circumstances arising from Covid-19 in particular.
- 3.6** In drafting this strategy, local Parish Councils, District Councillors and the campaign Group Keep the Hammertons Green (KTHG) were contacted and asked how they thought was best to engage with communities. We based this strategy upon their suggestions wherever possible. Internal consultation was also undertaken with the Council's specialists in communications and marketing, as well as looking at community data (e.g. age, education, digital inclusion statistics).

Formation of the Community Liaison Group

- 3.7** The New Settlement Community Liaison Group was set up at the request of local communities and includes representatives from:
- Green Hammerton Parish Council
 - Kirk Hammerton Parish Council
 - Cattal, Hunsingore & Walshford Parish Council
 - Whixley Parish Council
 - Thornville Parish Meeting
 - Harrogate Borough Council (Ward Members)
 - North Yorkshire County Council (Ward Member)
 - Keep The Hammertons Green
 - New Settlement Promoters (CEG and Oakgate/Caddick Group)
- 3.8** The group's remit is to act as a sounding board for the development of the New Settlement DPD and provide a forum through which questions and issues relating to the DPD can be raised. It also affords an opportunity to ensure the local community to be kept up to date with progress on the DPD.

Pre-Reg 18 3

- 3.9** To date meetings have been well attended, with constructive feedback given on a range of issues.

4 Regulation 18 Consultation

- 4.1** The formal (Regulation 18) consultation ran from Monday 19th October 2020 to Friday 22nd January 2021 (a little over 13 weeks). This period included an extension of the consultation granted at communities' request.
- 4.2** During this time, documents were published on the Council's Website and the consultation was publicised by the following methods:
- Emails/letters to all those on the Council's consultation database
 - Meetings with Parish Councils / community groups to raise awareness
 - Communications via the Council's social media channels
 - Articles/reminders in Council's Residents Newsletter
 - Press releases sent to all local news outlets
 - Posters displayed on Parish Notice Boards
 - A printed summary leaflet delivered in the area
- 4.3** It should be noted that Parish Councils and Community Groups also promoted the consultation through their own channels and were provided with additional leaflets to distribute after concerns were raised about the coverage of the leaflet.
- 4.4** The Engagement Strategy aimed to engage with younger people through engaging with schools. However, with ongoing challenges posed by the pandemic, this was not undertaken. However there is still scope for this to happen as part of detailed masterplanning and design code exercises. There was also no video, as the communications team were unable to support this due to additional workload pressures arising from the pandemic. However, the summary leaflet was succinct and accessible, providing a primarily visual overview of the questions being asked.
- 4.5** Responses were received from some 300 individuals and organisations via the channels outlined below. These can be viewed on the Consultation Portal <https://consult.harrogate.gov.uk/kse>

Key Issues from Regulation 18 Consultation

5 Vision and Objectives

Key Issue	HBC Response
Vision	
Too vague and/or generalised – it could apply to anywhere	Vision expanded to be more specific.
Too much use of jargon or “place-shaping speak”	Additional edits do not include excessive jargon.
Too timid – needs to be more ambitious, particularly in response to “green issues”	Vision amended to be more ambitious.
Lacks definition and clarity – it does not outline how we want people to live	Vision expanded to provide more clarity on how people will live.
Lacks reference to environmental aspirations	Greater ambition in relation to climate change included.
Lacks adequate protection/consideration of existing villages.	Reference included to a distinctive identity. Strategic Green Gap policy proposed (discussed later on).
Objectives	
Need to be more ambitious, particularly in relation to the so-called green agenda.	Additional objectives included which include specific aspirations to mitigate and adapt to the impacts of climate change.
Concerns raised (both in relation to vision and objectives and throughout the consultation as a whole) about the impact on existing roads, particularly the A59 and minor roads connecting to existing villages such as Whixley.	Objective relating to Sustainable Travel is strengthened to ensure the DPD focuses on reducing car usage and mitigating the impact of additional car usage.
Greater emphasis should be put on the historic and natural environment - specifically wildlife.	As such it is suggested that additions are made to related objectives as below: <ul style="list-style-type: none"> • Design quality & local character– to include “Development respects and enhances existing historic assets”. • Landscape and open space – to include “giving all residents access to nature” as well as “wildlife and biodiversity are protected and enhanced”.
Concern was also raised at a perceived hierarchy.	It is therefore suggested that the numbering system and presentational diagram is replaced.

- 5.1** A vision is a summary of an ideal future state, in this case setting the standard for how we want the new settlement to look, feel and function. It is intentionally aspirational. Most respondents to the consultation did not agree with the vision and objectives, but looking further into this, the majority of those that disagreed did so on matters of principle, i.e. that they did not support the broad location or the New Settlement in general.
- 5.2** Several suggestions to amend the vision were put forward by respondents and these general themes and ideas were discussed at the Community Liaison Group. In summary, the message to the Council was to include more detail in the vision, as well as be more ambitious, particularly in relation to environmental aspirations.
- 5.3** As a result, the following more detailed vision was proposed to inform the next steps of work on the DPD and this was further discussed with the Community Liaison Group.

Vision and Objectives 5

District Development Committee discussions on Vision and Objectives.

- 5.4** Whilst not a decision making body, District Development Committee (DDC), along with the Cabinet Member for Planning, are used as an advisory body to inform plan-making. Whilst the final decision on the New Settlement DPD will be made by Full Council, the Committee's feedback is used to inform the Plan's development and ensure that elected Members are actively involved in how plans and policies develop.
- 5.5** The DDC were generally supportive of the vision as revised following public consultation, but did question why net zero was not been set as the ambition for carbon reduction. This was subsequently amended. In relation to the objectives as revised following consultation the DDC were generally supportive.

Identity

- 5.6** A key message that emerged during the consultation was that the New Settlement should be given a name at an early stage, to give it its own identity. No suggestions were put forward by respondents but the matter was discussed at the CLG. Whilst views were expressed that focus on a name should not be at the expense of tackling the impacts of the new settlement, the following points were noted:
- The name could reflect the area's Roman connection e.g., Rudgate or Rudthorpe.
 - The name should not include within it references to the existing settlements.
 - Providence Green reflects the existing name for the area.
- 5.7** The matter was also discussed at DDC and with Cabinet Member for Planning. It was agreed that Maltkiln best met the parameters set and that this name should be used going forward. In making the decision, it was noted that:
- The name Maltkiln has historic links to the area
 - It is how the New Settlement is known to most people (through the application)
 - It is not linked to names of any of the villages e.g. New Hammerton (this was a clear steer at CLG workshop)
 - Names that suggest other Roman Links, e.g. Rudgate already taken by other developments in the area
 - Providence Green was suggested but this references the area to the north of the Road.

6 Option Selection

- 6.1** An emerging preferred option was published during the Regulation 18 consultation and this was based on appraisal of three distinct spatial options. The decision was based on a number of factors, informed by background work and appraisals as well as by Sustainability Appraisal – an exercise which evaluates the social, environmental and economic impacts of development and policies. On balance it was felt that this emerging preferred option presented the best opportunity to create a rail centred community, distinct from existing settlements.
- 6.2** The majority of respondents that engaged with the question felt that this was the best option, or perhaps the “least bad option” is a better reflection of the tone used in many of the responses. Reasons for this included:
- It provides most separation from existing villages
 - It provides a more distinct new settlement than other options
 - It provides industry to the west of the settlement which is more favourable from a logistics perspective
 - No reason to re-route the A59 (although significant improvements needed)
 - It is focused on the rail station – better placed to reduce car usage and secure improved rail services
 - It avoids building on high points such as Green Hammerton Ridge and Coney Garth which affords better protection of viewpoints towards York and opportunity for a natural green belt / gap
 - It has a promoter on place who is committed to building adequate infrastructure at an early stage
 - It has less fragmented landowners than other options
 - Avoids Doodle Hill – a high point in the area.
- 6.3** There was a very small amount support for other the options, reasons including:
- Option one is less concentrated than other options
 - The A59 should be re-routed and improved
 - The preferred option is too close to existing homes in Cattal / Kirk hammerton
 - The preferred option far from existing facilities in neighbouring villages
 - There are more entrances
 - Viability risks of crossing the railway line and negotiating with Network Rail
 - Option one places development further from Aubert Ings Site of Special Scientific Interest
 - Option one places development further from flood zone 3 and areas of surface water flooding
 - CEG (promoter of option one) has more experience delivering garden villages.
- 6.4** Some concerns were expressed about the supporting evidence and work which underpins the choice of emerging preferred, including:
- Lichfields on behalf of CEG – concerns relating to the Sustainability Appraisal and the methodology behind the choice of emerging preferred option
 - Historic England – concern that more assessment of heritage assets required
 - Natural England and Environment Agency – further work needed to look at flooding etc.
 - North Yorkshire County Council – while broadly supportive the Highways Authority have requested more traffic modelling is undertaken.
- 6.5** Details of how these concerns are addressed are covered in the sections below, as well as in the SA Reports.

Option Selection 6

- 6.6** Taking into account the assessment work to date, alongside the responses to the consultation, it was considered that work should continue to focus on the emerging preferred option at this stage and this was agreed at DDC.

7 Development Framework

Key Issue	HBC Response
Land constrained due to exclusion zones for Strategic High Pressure Gas Main.	Development Framework amended to include an appropriate buffer zone.
Some of the proposed development land constrained by flooding - Whilst only a small area of the site is located within the Environment Agency flood risk zones 2 and 3 (along Gilsthwaite Lane to the east), detailed flood risk assessments carried out as part of the planning application show areas within the new settlement site that are constrained by either river or surface water flooding.	Development Framework amended accordingly.
Some of the land included in the development framework is not under the control of the site promoters.	Whilst the Council must ensure that the DPD is deliverable, the proposals must aim to achieve the best outcomes in order to create a successful new community. Land ownership may change over time and so it is not felt that this is an issue at this stage as key infrastructure requirements can be met on available land. Specific concerns over the location of the primary school have been addressed and the location of this has changed for a number of reasons as detailed in the Local Centre key issues section below.
Maximise use of Johnsons Land in order to support the relocation of the Johnson's business. Suggested extension of development to the north east and up to the existing field boundary and east to cover the land between the railway and Gilsthwaite Lane	Boundary extended between railway and Gilsthwaite lane to reflect the available land. Proposed residential areas extended north to an extent, however, it was felt that any further north eastern extension of the proposed residential area would result in the loss of a key green infrastructure feature "Doodle Hill".
Ecological Mitigation area - given the presence of Great Crested Newts (GCN) in four ponds (three of which are within the Maltkiln Village site and another is outside the site but within the Council's proposed new settlement boundary) that would have an impact of development land in important areas of the site, an area of land was identified for ecological mitigation (relocating Great Crested Newt populations) within the Maltkiln Village proposals in the form of a new pond to the south of the site and around which would be resultant development exclusion zone.	The proposed mitigation area can be accommodated within the proposed area of green space and appropriate buffer zones can be determined as part of more detailed master planning.
Road alignments need to be amended to reflect technical work undertaken in support of a planning application.	Amended following more detailed discussions with key consultees - see Access and Movement Section.
Southern and eastern development extent - unnecessary large buffer to the east and south.	Proposed residential area extended slightly to the south. However, it is felt that extension further east would cause harm to heritage assets and risk coalescence between Maltkiln and Kirk Hammerton. The DPD now includes a Strategic Green Gap policy which makes the eastern boundary and makes clear the importance of the open land on the eastern side.
Relocate the main employment area away from the key northern gateway	Amended following more detailed discussions with key consultees- see employment discussions in Local Centre key issues section.
Density - concern at the proposed density mapping proposed in the Concept Framework produced by Gillespies, Cushion and Wakefield and Vectos.	The DPD sets principles for density to be followed during more detailed masterplanning stages and doesn't include prescriptive areas for density.

Development Framework 7

Key Issue	HBC Response
Retained farm land annotation - concern at the lack of clarity, in particular what it means for current and future use of this land.	Retained farmland designation removed from the Development Framework. The DPD now includes a clear policy boundary, as well as a Strategic Green Gap Policy which provides a clear framework for development.

- 7.1** The Development Framework aims to provide a high level steer on where key land uses, such as housing and employment, should be located. It also shows important areas for open space and green corridors. However the framework is designed to be indicative and some of the internal layouts and boundaries may change during the master planning phases as more detailed survey work is undertaken. The proposed Development Framework Policy with the DPD sets out the overall requirements for land uses and facilities.
- 7.2** The proposed Development Framework published as part of the Regulation 18 consultation has been amended following a range of discussions with key consultees and organisations to reflect suggestions on where best to locate facilities such as employment and education. Further details of such discussions can be found in the topic specific sections. It has also be updated following discussions with land promoters to reflect available land where possible and appropriate.

8 Climate Change

Key Issue	HBC Response
General	
Development should be carbon neutral to be in line with the council's 2038 ambition. The settlement must provide carbon neutral living.	Policy NS4 requires proposals to demonstrate how they support delivery of net zero carbon by 2038. This includes tackling operational emissions from buildings, transport, infrastructure and business uses, as well as tackling embodied emissions throughout the development's life-cycle. The new settlement is required to provide net zero carbon living by delivering development with net zero operational emissions and the infrastructure necessary to support net zero travel.
Transport emissions	
Reducing the need to travel	
Encourage and support working from home	Policy NS9 requires applicants to develop a strategy to support home/hybrid working. It includes a number of detailed requirements aimed at ensuring that the new settlement enables home/hybrid working and is an attractive location for people who are able to work this way.
New homes should be built to recognised space standards, such as the Nationally Described Space Standard and/or the Parker Morris standards, to ensure sufficient space at home	The DPD includes policy requiring that homes meet the Nationally Described Space Standard (NDSS)- this is already required across the district through policy in the local plan. Following introduction of the NDSS the council is unable to require alternative space standards.
Need to provide high-speed broadband from the outset	Policy NS6 requires very high capacity (at least 1Gbps) broadband to be available to all buildings from first occupation and site-wide 5G (or greater) connectivity. It also requires development to support the ability to upgrade fibre capacity.
Provide local services	The flexible working strategy required by policy NS6 is required to include the provision of shops, facilities and services, including co-working spaces, necessary to support day-to-day needs. Policies NS26 and NS29 in chapter 6 set out further requirements for the local centre and provision of facilities.
Provide local employment opportunities	Policy NS27 within chapter 6 sets out requirements for the delivery of employment space within the new settlement. Local employment will also be available at local shops, services and facilities.
Active travel (walking and cycling) - Key issues raised in relation to active travel at the new settlement, along with the council's response are set out in section 9.	
Public transport (rail and bus) - Key issues in relation to public transport at the new settlement, along with the council's response are set out in section 9.	
Operational emissions	
Design buildings to be zero carbon	Policy is included in the DPD that requires development to have net zero carbon operational emissions.

Climate Change 8

Key Issue	HBC Response
General	
Better than building regulations thermal efficiency standards should be required	<p>Planning policy is only able to require modest improvements over the standards required through Building Regulations in relation to houses. In 2022 regulations have been tightened to deliver 30% greater carbon savings. From 2025 the Future Homes and Future Buildings Standards (FHS/FBS) will require development with around 80% less emissions- this would prevent the use of gas boilers, however, at the same time the ability for planning policy to set standards is expected to end.</p> <p>Anticipated timescales suggest development will need to meet FHS/FBS as a minimum. However, DPD policy includes a requirement for better than building regulations performance if FHS/FBS is not proposed.</p>
Adopt new Building Regulations as soon as possible	The timetable for implementation of changes to Building Regulations is set nationally. The DPD is unable to include expected regulations as planning policy. Anticipated timescales suggest development will need to meet FHS/FBS as a minimum. However, DPD policy includes a requirement for better than building regulations performance if FHS/FBS is not proposed.
The Passive House standard should be required	The ability of planning policy to set technical standards for homes is limited and government has indicated that it will end on introduction of the Future Homes and Future Buildings Standards (FHS/FBS) (see above). The new settlement is required to demonstrate net zero carbon energy use and achieve this through application of the energy hierarchy, which has reducing energy use and using energy efficiently at the top. The DPD is clear that the council encourages investment in passive house development to reduce energy demand in preference to alternative investments aimed at securing net zero supply.
Undertake a study to determine techniques/technologies available (e.g. heat pumps) and their applicability to the new settlement and their suitability in meeting climate change targets.	DPD policy requires development to have net zero carbon operational emissions but does not mandate the technologies that are used in order to retain flexibility. It is considered that the work described is best carried out by the development promoter who would need to demonstrate that their approach meets targets.
Waste heat from Allerton Park should be used	DPD policy requires development to have net zero carbon operational emissions but does not mandate the technologies that are used in order to retain flexibility. Nevertheless policy includes a requirement to explore the potential to exploit local energy resources, such as secondary heat from Allerton Park.
Test buildings to ensure they perform as they are designed to	To help ensure that built performance matches designed performance DPD policy requires construction to follow a recognised regime intended to ensure quality builds and then to implement a monitoring regime for a representative proportion of buildings.
Renewable and low carbon energy	

8 Climate Change

Key Issue	HBC Response
General	
Development needs to include renewable energy generation	Policy is included in the DPD that requires development to have net zero carbon operational emissions and that the approach needs to follow the energy hierarchy which includes renewable and low carbon energy generation
Include a local micro-grid throughout the settlement using solar PV	The DPD requires development to have net zero carbon energy supply but does not mandate the technologies that are used in order to retain flexibility.
Use solar power and heat pumps on homes	The DPD requires development to have net zero carbon energy supply but does not mandate the technologies that are used in order to retain flexibility.
Make it a renewable powered settlement	The DPD requires development to have net zero carbon energy supply but does not mandate the proportion of energy to be generated on-site.
Embodied carbon	
The DPD should include policy to address carbon emissions during construction. Sustainable construction materials should be used.	Policy is included in the DPD to address embodied carbon. The policy targets embodied carbon throughout the life-cycle of development, including emissions associated with the production and transport of materials, construction activity, on-going maintenance and end of life.
The DPD should require off-site construction	It is considered that a policy requiring off-site construction for the whole site would be unsound. Policy requiring a proportion of development to be constructed off-site has not been included as it is considered appropriate to allow greater flexibility in approaches to tackle embodied emissions. The benefits of off-site construction in relation to embodied carbon and other issues is recognised and proposals that include off-site construction could be supported by DPD policy.
Should recognise that best practice in sustainable construction is improving	The policy recognises that approaches to reduce embodied carbon are less advanced than those targeting operational carbon but are improving rapidly. Policy requires embodied carbon to be considered from the outset but also requires earlier commitments to be reviewed against improving best practice as designs for each stage are considered.
Flooding	
Consultation material describes the site as having no significant flood risk however this contradicts other consultation material that identifies the site as containing areas at risk of flooding	The site includes discreet areas at risk of river or surface water flooding, however, in comparison to the areas of the site that are not at risk these are small. As a result the site overall has a low risk of flooding.
It needs to be demonstrated that the site selected meets the sequential test for flooding	The site proposed for allocation has met the sequential test. Details of the sequential assessment of all three options is set out in the New Settlement DPD: Flood Risk Sequential Assessment. The approach set out in the DPD will successfully steer development away from flood risk. This will be achieved through policy requiring that areas at risk of flooding now or in the future due to climate change will remain undeveloped.

Climate Change 8

Key Issue	HBC Response
General	
The site includes areas at high risk of flooding (flood zone 3)	The SFRA identifies that around 90% of the site is not at risk of river flooding (flood zone 1) but that most of the remaining 10% that is at risk is at high risk (flood zone 3). To ensure that people and property are safe from river flooding, policies in the DPD require that areas at risk of river flooding are not developed but instead are enhanced as part of a green blue infrastructure network.
The site includes areas of surface water flooding	The SFRA identifies that the vast majority of the site is unaffected by surface water flooding but that small parts of the site are at risk. These tend to be low lying areas where often permanent surface water features are present. To ensure that people and property are safe from surface water flooding, policies in the DPD require that areas at risk are not developed but instead are enhanced as part of a green blue infrastructure network.
Most of the site is outside higher levels of flood risk currently but this may not always be the case, climate change will increase the areas that flood within the site. Flood risk consideration needs to take account of predicted impacts of climate change on river and surface water flooding.	Policy in the DPD requires that development proposals are based on a detailed site-specific flood risk assessment that addresses increased flood risk due to climate change. It requires that the Environment Agency's up-to-date climate change allowances are used to inform understanding of reasonable worst-case scenarios of increased risk. This information is required to inform site layouts so that land at risk due to climate change is not developed.
Development will worsen flooding problems in Cattal, Kirk Hammerton and at Skip Bridge	It is recognised that there are areas at risk of flooding beyond the new settlement site. While these areas will remain at risk national planning policy requires that development cannot increase this risk. This requirement has been carried into policy within the DPD.
Development will lead to increased hard surfaces causing putting more surface water into Kirk Hammerton Beck. Sustainable drainage systems (SuDS) should be used	Policy requires a site-wide drainage strategy that incorporates SuDS and encourages the provision of surface water attenuation features. Where discharge to a watercourse is proposed the policy limits discharge rates to a maximum of the pre-development green field rate
The drainage hierarchy should be followed when considering approaches to site drainage	DPD policy requires that the drainage strategy follows the drainage hierarchy set out in Part H of the Building Regulations.
Other climate resilience	
Include measures to reduce water use including rain water harvesting	The DPD includes policy requiring proposals to set out how water use will be reduced. It sets out that measures should include rainwater harvesting, rain gardens, smart infrastructure and the avoidance of potable water use in public spaces.
Include water efficiency standards	The DPD includes policy requiring new housing to meet as a minimum the tighter Building Regulations water efficiency standard of 110 litres/person/day and for other buildings to meet the BREEAM 'Excellent' standard for non-domestic buildings in respect of water use.

8 Climate Change

- 8.1** The Regulation 18 consultation responses highlighted the importance of climate change and the need for Maltkiln to contribute to climate change mitigation. In particular the need for new homes to emit much less carbon was a strong theme along with ensuring that the settlement includes good public transport provision and attractive and convenient walking and cycling routes to reduce travel by car.
- 8.2** The responses also highlighted concerns around flood risk and the potential for development to increase risk through the introduction of increased hard surfaces, particularly in areas outside Maltkiln that already experience flooding.
- 8.3** Technical workshops to discuss how the DPD should respond to climate change have taken place with key stakeholders, including the Community Liaison Group and statutory consultees. These discussions informed further work to develop policy aims and approaches.
- 8.4** The Council commissioned a New Settlement Climate Change Strategy to explore opportunities and develop a series of ambitions that could form the basis of evidence based policies. This work included a series of workshops with the Harrogate District Climate Change Coalition and, where relevant, the scheme promoter, to seek views on opportunities and emerging ambitions.
- 8.5** The feedback received informed a series of policy recommendations, which the Council has used to develop policy within the DPD, in particular policies NS4 to NS11.
- 8.6** In addition, further meetings took place with the Environment Agency and the lead local flood authority, North Yorkshire County Council, to refine the approach to flood risk, in particular, climate change allowances.

Green and Blue Infrastructure 9

Key Issue	HBC Response
<p>Ambition should be for 20% BNG and the DPD should align with objectives of the government's 25yr Environmental Plan in considering how to incorporate the wider Environmental Net Gains approach</p> <p>Seek all opportunities to connect existing habitats and ensure development doesn't interrupt wildlife corridors</p>	<p>BNG targets are used in different ways, some councils only request a percentage increase of what is lost. At HBC we require a percentage increase of the whole baseline value, regardless of what will be maintained. Maintaining a 10% increase using this method is appropriate. To ensure our target is meaningful we are encouraging the consideration of wider environmental gains and specifies specific enhancements. The GBI policy and biodiversity policy reflect aims in 25 year plan by:</p> <ul style="list-style-type: none"> • improving environmental value; • increasing access to high quality natural spaces; • seeking to improve quality for rivers; • requiring habitat enhancement and creation <p>The policy includes opportunities to connect existing habitats and ensure development doesn't interrupt wildlife corridors</p>
Delivery should consider context and partnerships	Noted
Evidence Base should include identification of ecological networks, designated sites, GBI, wildlife rich habitats, wider opportunities	Green infrastructure and ecological records of the site and its surrounds have been used as background information to the development of the policy..
<p>Riparian habitats need to be addressed specifically through the policy</p> <p>Need to ensure Water Framework Directive issues are addressed at design stage.</p> <p>Baseline of water quality should assume current impacts from agriculture would be addressed via new national policies, changes to farm payments etc.</p>	<p>Local Plan Policy NE2 does not allow developments which will prejudice the quality or quantity of surface or ground water; or have an adverse impact on water dependent sites of special scientific interest (SSSIs).</p> <p>The update River Basin Management Plans are currently out for consultation. Relevant measures are voluntary schemes to enhance riparian habitats as required in new settlement policy</p>
Vision should be furthered to make specific reference to Integrated green and blue infrastructure networks that promote nature recovery and net Biodiversity gain	Policy NS13 states that Maltkiln will be designed to deliver meaningful gains for biodiversity and optimize opportunities to deliver multiple benefits for nature and people. The landscape and open space objective also makes reference to the need to create spaces for nature and deliver biodiversity benefits.
<p>Protection of Aubert Ings SSSI, priority habitats, endangered species</p> <p>Aubert Ings SSSI: Policy required to ensure mitigation measures to avoid adverse impact from recreation including recreational strategy based on assessment of recreational impact.</p>	The DPD contains a policy that protects Aubert Ings SSSI. This policy complements Policy NE3 of the Local Plan which supports proposals that protect and enhance features of ecological and geological interest and provide net gains in biodiversity.
<p>Consider provision of additional water attenuation; particularly the benefits of wetland habitats incorporated in SuDS.</p> <p>Areas of wetland should be provided</p>	The Green and Blue Infrastructure policy seeks to incorporate SuDs above ground water features to maximise opportunities to benefit people and wildlife and the master-planning design principles states that SuDs wetland will be integrated for water management, amenity and biodiversity, as part of green blue infrastructure.

9 Green and Blue Infrastructure

Key Issue	HBC Response
Wildlife should be included as strategic theme	It is not considered necessary to have it as a specific strategic theme as the protection of wildlife and biodiversity is covered by specific policies within the DPD as well as the Local Plan policies. Wildlife is covered however in the landscape and open space objective that looks to create spaces for nature and deliver biodiversity benefits.
Want green spaces to be larger and more connected. Do not like 'pockets' of green space. Should form part of the Nature Recovery Network.	The policy which highlights the master-planning design principles for the site looks to ensure that every residential area has accessible open space as well as green linkages connecting throughout the settlement. Policies related to open space also states that open spaces may include innovative forms and layouts allowing a wide range of activities and proposals will have to demonstrate how existing and new open spaces connect to form a coherent and legible network. In-line with the Environment Act 2021 a nationwide Nature Recovery Network will be developed based on evidence within Local Nature Recovery Strategies (LNRS). A LNRS has yet to be produced so policy is unable to reflect any specific content. Nevertheless the strategy will be developed during the planning and delivery of Maltkilnb and therefore policy requires that GBI strategies take account of it's content. Policy is also included to ensure development delivers a 10% net gain in biodiversity.
Needs evidence to support type and location of new green infrastructure, whether as habitat or recreational space. GBI Strategy for whole settlement to avoid piecemeal green spaces from individual planning applications	Policy has been created that states that a Green Blue Strategy should be produced to inform each stage of development. The policy includes a number of issues that the strategy should cover.
Should have policy for minimum amount of multi-functional green space	The DPD includes a policy on open space provision which states that the Provision for Open Space and Village Halls Supplementary Planning Document should be used to establish the starting point for on-site provision but that this should be classed as the minimum and the actual amount of provision will be established as part of wider masterplanning.
There should be benefits for species: sensitive lighting design, bird/bat boxes, hibernacula, hedgehog pass	Local Plan Policy NE3 states that proposals should protect and enhance features of ecological and geological interest. A policy has been created that requires a settlement wide Biodiversity Net gain Strategy to be prepared that ensures development does not interrupt existing wildlife corridors, physically or by causing disturbance through the development/use of the site. The policy also states that the development scheme should provide targeted enhancements for specific species including integrated bat and swift bricks, hedgehog passes and bird boxes.
Houses should not back onto green space to avoid fly tipping of garden waste	The DPD does not include policies on such detailed matters of design. The relationship between housing and nearby open space is a complex issues involving a wide range of material considerations which will form part of individual planning application decision making. These decisions will also be influenced by Secured by Design principles.

Green and Blue Infrastructure 9

Key Issue	HBC Response
Concerned about loss of habitats 10% net gain for biodiversity required	Policy has also been created within the DPD to deliver meaningful gains for biodiversity and specifically refers to the need to deliver at least 10%.
Recommend inclusion of details of the 'Building with Nature' accreditation within the DPD	The Green Blue Infrastructure policy make reference to the Building with Nature standards.
Preferred option increases recreational impact on Aubert Ings SSSI.	Policy has been created within the DPD to provide protection for the SSSI.
There should be new habitat creation (woodland) with multiple aims including carbon off-setting, south of settlement.	The DPD requires the submission of a Green Blue Infrastructure strategy and open space will be provided including Natural and Semi-Natural Green space which includes woodland. Tree planting will be required as part of a Climate Resilience Strategy to ensure that public spaces are pleasant places in a changing climate.
No evidence to calculate loss of carbon sequestration with loss of agricultural soils.	The approach taken is to protect assets that form important carbon sinks and enhance carbon sequestration as part of delivering green blue infrastructure and 10% biodiversity net gain.
There are areas constrained by flooding; Land north of Cattal station has restrictive ground conditions and flooding;	The DPD requires that land at risk of flooding remains undeveloped and is incorporated as part of the Green Blue Infrastructure network.
The buffer to south and east should be reduced (loss of some retained farmland).	A retained farmland designation has not been carried forward into the DPD however a Strategic Green Gap is being designated in specific locations to keep free from development the rural setting of Kirk Hammerton and Green Hammerton.
Open space will not be distinctive or beautiful.	The DPD includes policies that will require all green and blue infrastructure including opens spaces to be of a quality design which creates a distinctive sense of place.
Need lots of Green Infrastructure; should be priority. Broad leaf trees for wider environmental gain.	Noted
There should be: <ul style="list-style-type: none"> • green connections to existing villages • green loop • routes to explore the immediate countryside • new paths and bridleways so that the settlement can meet daily needs for recreation inc. dog walking 	The DPD proposes that there should be the provision of a network of connected walking and cycling routes providing safe and direct connections to key destinations within the settlement and beyond. This includes the provision of a 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. The Green Blue Infrastructure policy also states that a Green Blue Infrastructure strategy should be produced to inform each stage of the the development which should aim to connect with green infrastructure beyond the settlement boundary. The DPD also includes a walking and cycling policy which requires the provision of a circular green loop to provide a route around the community, linking with Cattal, Kirk Hammerton and Green Hammerton.
Support non-car movement around the site	Noted

9 Green and Blue Infrastructure

Key Issue	HBC Response
Concerns about the loss of agricultural land	The principle of the new settlement in this broad location has been established through Policy DM4 of the Local Plan which recognises that there will some loss of agricultural land. The choice of option within the broad location has been informed by a wide range of considerations including sustainable transport and high quality place making aspirations.
Concerned about coalescence between the new settlement and existing villages. The green space between the development and the existing villages should be protected or a buffer zone created.	Land has been allocated within the DPD as a Strategic Green Gap which 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 will only be permitted if they do not harm, individually and collectively, the open character of the landscape.
<p>Eastern edge is 300m from Kirk Hammerton. This will be read as a green space similar to the green spaces within the new settlement rather than a separation between two settlements</p> <p>.Built form and dense planting will impact on setting of Kirk Hammerton CA and views from western to southern edge of CA.</p>	
Maintain the Green Belt around the villages	A designated Green Belt does not exist around the villages however land has been allocated within the DPD as a Strategic Green Gap which should be kept free from development in order to protect the rural setting of Kirk Hammerton, Green Hammerton, Development proposals will only be permitted if they do not harm, individually and collectively, the open character of the landscape.
The farmland around the New Settlement requires some protection such as Green Belt.	The designation of Green Belt at this location would not meet the NPPF criteria for Green Belt designation or is necessary, however the DPD does designate land as a Strategic Green Gap to ensure it is kept free from development in order to protect the rural setting of Kirk Hammerton, Green Hammerton and their respective Conservation Areas.
<p>Landscape impacts- not build on higher ground, provide access so residents can appreciate views. Including Coney Hill Garth and Green Hammerton Ridge. Doodle Hill?</p> <p>Want to see tree planting and creation of parkland to help create boundaries and lessen landscape and noise impact.</p>	<p>The DPD includes policy that requires the area around Doodle Hills and an area at Cattal Belt to remain free of development in order to provide extensive areas of natural and semi-natural open space. In particular the area at Doodle Hills should allow long distance views in each direction.</p> <p>The requirement for the GI strategy and open space provision and the requirements within the master-planning principles will ensure the provision of high quality open space and settlement edge treatments</p>
Offsetting should not be left to developer but implemented by someone else.	Offsetting is the responsibility of the developer and will be enforced through legal agreements.
Great crested newt pond near to Whixley Gate	Noted
Public open space should be maximised and include: playgrounds, allotments, community gardens, accessible green spaces (natural/semi-natural green space?), woodland walks), parks, access to river.	The master-planning design principles for the site state that sufficient high-quality accessible open space should be provided including the provision of park and gardens,

Green and Blue Infrastructure 9

Key Issue	HBC Response
<p>Greater appreciation of importance of open space due to pandemic. All properties without gardens should have access to allotment.</p> <p>Open space for tranquillity and solitude.</p> <p>Sports facilities should be provided (running track, football pitches, bowling green, gym, skate park)</p>	<p>natural and semi-natural green space, outdoor sports facilities, amenity green space, provision for children and young people, allotments and community gardens</p>
<p>Not enough footpaths currently, and most walking is alongside roads; the new settlement needs to address this by providing footpaths. More footpaths to ensure safety for pedestrian.</p>	<p>The DPD includes a walking and cycling policy that states that the development will be required to provide a safe, integrated and direct network of footpaths and cycleways.</p>
<p>Need to ensure the appropriate phasing/timing of provision</p>	<p>Work has been undertaken and will continue about the phasing of development. Phasing plans will be prepared in partnership with the relevant stakeholders at each stage of development which will ensure that all infrastructure is delivered at the right time.</p>
<p>Green spaces are located on edge of settlement; village centre will be shaped by 'hard' infrastructure of railway station.</p>	<p>The Development Framework shows substantial green spaces throughout the development. The policies within the DPD require a connected network of green infrastructure throughout the development, sufficient high quality accessible open space and residential areas provided with pockets of open space and green linkages connecting through the settlement. Whilst the local centre includes the railway station, policies within the DPD states that the local centre should have areas of public open managed green space.</p>

- 9.1** The Regulation 18 consultation responses highlighted the importance of green blue infrastructure including connections to surrounding villages, biodiversity net gain as well as concerns about coalescence and the need to protect the Albert Ings SSSI. In particular the need to ensure the for new homes to emit much less carbon was a strong theme along with ensuring that the settlement includes good public transport provision and attractive and convenient walking and cycling routes to reduce travel by car.
- 9.2** The responses also highlighted concerns around flood risk and the potential for development to increase risk through the introduction of increased hard surfaces, particularly in areas outside Maltkiln that already experience flooding.
- 9.3** Technical workshops and informal discussions have taken place with key stakeholders, including the Community Liaison Group and statutory consultees such as Natural England, Environment Agency, The Yorkshire Wildlife and North Yorkshire County Council. These discussions informed further work to develop policy aims and approaches.

10 Heritage Assets

Key Issue	HBC Response
Archaeology	
<p>Responses highlighted that the area is known for its historic importance, in particular, it was highlighted that:</p> <ul style="list-style-type: none"> The area played a role in the Roman, Viking and Civil War eras. Investigation in support of a recent planning application found a Roman Road running off Rudgate towards the development. The map shows that the site is bisected by the Roman road than runs down to Cattal. <p>Respondents wanted recognition of the area's archaeological importance and stressed the need for archaeological investigation.</p> <p>It was also suggested that development, both housing and employment, in the north west corner of the preferred option should be moved back from the A59 to avoid building over the Roman settlement in this area.</p> <p>It was also raised that the lack of assessment leaves deliverability in question.</p>	<p>Policy developed in consultation with Historic England which requires archaeological investigations to be undertaken at an early stage of the detailed master planning for each phase. The policy also requires that proposals affecting archaeological sites conserve those elements which contribute to their significance in line with the importance of the remains.</p> <p>NYCC archaeology confirmed that there were no "show stoppers" in terms of archaeology.</p>
Concern at rural character of villages	
<p>The character has evolved over hundreds of years and includes farm buildings, manor houses, farm workers cottages, village shops and inns augmented by small empathetic housing developments. Character should be recognised and sustained.</p>	<p>The DPD takes a number of steps to ensure that the local character is recognised and protected. The DPD includes a strategic gap policy, specifically designed to protect the distinctive character of existing villages. In addition one of the objectives of the DPD is to promote high quality, locally distinctive design within the new settlement in order to create a unique sens of place. The Masterplanning policy in the DPD requires Desing codes to be prepared and submitted as part of the planning application process.</p> <p>A study of non designated and designated heritage assets to ensure key assets and features protected.</p>
Providence House	
<p>Option 3 has the least detrimental effect on the setting of Providence House. This could be further improved by setting option 3 farther back from the A59.</p>	<p>Noted. The DPD includes a policy in respect of Providence House and specifically requires that the impact of development south of the A59 on Providence House to be considered within the rural context</p>
Lack of detailed assessment	
<p>No indication that the historic and landscape character of the area has been taken into account in the reports.</p>	<p>The council has prepared a Heritage Impact Assessment and olicies developed in consultation with Historic England to protect and enhance key heritage assets.</p>
Particular concerns relating to local heritage assets	

Heritage Assets 10

Key Issue	HBC Response
Archaeology	
<p>Responses suggested that policies to protect heritage assets and their views/special characteristics should be included within the DPD. The following assets below were highlighted, as well as some suggestions for what specific policies should cover:</p> <ul style="list-style-type: none"> • Cattal Bridge - This is Grade 2 Listed and should be protected from increased traffic flow. • Rudgate - Roman Road sometimes referred to as Rudgate/Cattal Street/Station Road is an ancient route, probably Roman in origin. It should be protected and retain its character as a rural lane for its full length - a pedestrian/cycle/horse bridge over the A59 linking the two parts of Rudgate would be a public benefit. • Station buildings (Cattal) - these are clearly undesignated heritage assets and their sympathetic repair and reuse should be suitably conditioned. • Victoria Inn - under its mock-Tudor makeover, is a railway inn designed by the great GT Andrews to serve the original station. Should be retained and efforts made to restore it to its original GT Andrews design. • Old Thornville – Grade II* Listed Building and associated Grade II listed buildings. The new development should be screened from Old Thornville. • Providence House - a fine Grade II Listed building. • Allerton Park/Castle - these can be seen from the site (Grade I) and the plans should allow for planned views of these and other local landmarks. • Hunsingore Church (Grade II) - this has a fine spire and can be seen from the site. Development should allow for planned views of this. • Kirk Hammerton Conservation Area – Assessment to date is focussed on views and visibility, with no statement of how or to what degree these views contribute to the special character and significance of the Conservation Area in question. There does not seem to be any relation to aspects of heritage significance here, or even issues of setting relating to significance. • Hunsingore Conservation area • Ribston Estate/Park 	<p>Policies developed in consultation with Historic England to protect and enhance key heritage assets.</p>

- 10.1** Responses received during the Regulation 18 consultation gave a clear steer on the key heritage assets and priorities to be protected through policy on the historic environment. Policies were developed in relation to the key assets identified, as well as in relation to archaeology. Concern at the lack of detail was addressed through a Heritage Impact Assessment, which looked in greater detail at the assets likely to be impacted by development of Maltkiln. Further study work was also undertaken on non-designated heritage assets, exploring in further detail the key features to be protected and enhanced through specific policies.

10 Heritage Assets

- 10.2** Detail discussions, including site visits to assets and areas in question, were undertaken with Historic England, the Government's statutory adviser on the historic environment. These discussions informed the drafting of the policies and the drafts, along with the heritage impact assessment, were supported by representatives from Historic England.
- 10.3** Discussions also took place with Officers from NYCC in relation to archaeology and policy drafted in line with their advice.

Housing 11

Key Issue	HBC Response
Housing	
<p>Responses highlighted the importance of exemplar development, delivering a high standard of housing, providing life-time accommodation which is accessible and adaptable, dwellings which would allow people to work from home.</p> <p>Delivering a housing mix based on need identified, with homes for young people and families, providing bungalows to create mixed communities with affordable market housing for first-time buyers.</p> <p>Further specification on housing mix and neighbourhood planning was identified as being required.</p>	<p>Policies have been developed to be read in conjunction with the adopted Local Plan ensuring housing mix and density meets the identified need. Requiring some market dwellings to be built to be accessible and adaptable homes.</p>
Affordable Housing	
<p>Responses highlighted the importance of affordable housing for both sale and rent, with an emphasis on meeting the needs of local people for all ages, creating multi-generational communities.</p>	<p>Policies developed in consultation with Housing Officers to ensure a mix of affordable housing can be delivered on site, using up-to-date assessments of need to assess the final mix of dwellings, size, mix and tenure.</p>
Specialist Housing	
<p>Responses raised the need for care home and extra-care accommodation.</p>	<p>Policies developed in consultation with NYCC Health and Adult Services to ensure specialist housing is provided at Maltkiln and is based on the needs of the community, but not restricted to older people.</p>
Non-standard housing	
<p>The need to provide plots for self-builders, build-to-rent and other non-standard elements of development was highlighted in responses.</p>	<p>Policies developed to allow a mix of housing to be delivered with a specific policy requiring the delivery of plots for self and custom housebuilding, to help meet the demand identified on the council's Self-Build and Custom Housebuilding Register.</p>

- 11.1** The Regulation 18 consultation responses highlighted the importance of creating mixed and balanced communities, with emphasis on the need for exemplar housing. Providing housing for young people and families to continue to live locally, along with bungalows and accessible and adaptable homes, to help create multi-generational communities. Responses highlighted the importance of delivering affordable housing for both sale and rent for local people and first-time buyers.
- 11.2** Throughout the process detailed conversations have been had with Housing Officers, North Yorkshire County Council Health and Adult Services and Development Management Officers to draft policies which complement and expand on those within the Local Plan and help to deliver a mix of homes of varied and sustainable neighbourhoods that satisfy local needs and support economic growth.

12 Local Centre

Key Issue	HBC Response
Local Centre	
Need for community space at the 'heart' of the village	Policies have been developed to ensure there is adequate community facilities as part of the Local Centre.
The creation of a viable village centre with shops, cafes, medical facilities is key to achieving a sense of identity for this new town and avoiding a reliance on the few services in nearby villages or encouraging the need to travel	Agree. Policies have been developed to ensure that a local centre is delivered at the heart of the settlement providing a range of facilities and services for the local community.
Need to include cafes, independent shops and places of worship to enable a diverse community	Policies been developed to ensure that the local centre will provide for there a large range of different facilities and services including independent retail, leisure and entertainment and community.
The local centre could attract vehicular movements from adjoining villages which may have a detrimental impact	Policies have been developed to ensure that Maltkiln is 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. These include criteria such as safe, integrated network of footpaths and cycleways, high quality bus service to serve Maltkiln and surrounding communities, circular green loop linking existing communities and safe pedestrian crossings over the A59.
Inadequate consideration has been given to the amount of local services especially seeing as there is now an increase of working from home	The DPD requires the substantial provision of facilities and services to meet the needs of the settlement and includes a policy to support inclusive flexible living and working.
Need for adequate sized food retail provision to avoid unnecessary travel to Knaresborough and Boroughbridge	Policies have been developed to ensure the provision of mixed retail including a large range of unit sizes and spaces.
Local shops should embrace the local character of the area and not be standard 'boxes'	Policies have been developed that require design codes to be prepared and submitted as part of detailed planning applications for the local centre and every phase of development.
There should be small retail provision throughout the site not just in the local centre	The local centre is designed to be the heart of the development and provide a centre of focus for the community. It will be accessible to all the community of Maltkiln by foot.
Employment	
Commercial workshops required	Policies have been developed to ensure that there is provision of a range of employment opportunities including commercial and flexible business space and a range of Class E2 and B2 employment space as well as non-office employment space and workshop units.
Employment land should not be located around the local centre but to the west of the site where efficient use of land could be achieved that is currently restricted by the major hazard (gas pipeline) for use as residential	The employment land is located adjacent to the local centre to the south of the railway however it is important that it occupies an accessible location adjacent to the railway and a more central position to enable accessibility by foot and cycle for the rest of Maltkiln.
Concerned about the impact of employment on the nearby residential properties	It is important that a settlement of this site includes employment provision however as with any employment development, the impacts on adjacent residential

Local Centre 12

Key Issue	HBC Response
Local Centre	
	properties will be taken into account when making application decisions and any proposal needs to be consistent with Local Plan as well including those in relation to Amenity.
Education/Young people	
Surprised by the lack of need for a secondary school. Do not feel that Boroughbridge High School could be extended and there should be provision on site to avoid extra travel and to ensure the needs of high school students are adequately met	NYCC education have been consulted on how best to meet the educational needs of the development and have concluded based on numbers and capacity at Boroughbridge High School that there is no need for secondary on-site provision. However, as a strong desire has been expressed amongst officers, the community and members for the settlement to include on-site secondary provision, Policy NS27 provides for financial contributions towards secondary school provision at Boroughbridge High School or provision of a secondary school whichever is necessary. The Development Framework also shows an area of safeguarded land for future secondary provision if needed.
Support the location of the school in the local centre and close to public transport provision which increases the opportunities for non-car travel	Noted
Need to ensure that the phasing and built out rates are closely monitored with regard to provision of the primary school	HBC are working closely with NYCC Education to establish specific phasing for the development of the school to ensure delivery at the right time and these will be included in a S106 agreement.
If the number of houses increases then there will be a need for education S106 contributions	The level of section 106 contributions is linked to the impact of the development and therefore the number of houses.
Need to ensure there is financial contributions for school staff as well as school buildings	Educations can be sought towards the cost of providing school places necessary to support the development and therefore are towards the cost of extending or reconfiguring an existing school or building a new one.
Should be sufficient facilities for teenagers and young adults to avoid anti-social behaviour	Provision for all ages, including teenagers and young adults is an important consideration in the development of Maltkiln.
Health	
New medical facilities need to be provided early in the process and should be given priority. There appears to be no strategic vision about healthcare. There should be provision of a single new surgery which includes a number of consulting rooms as well as other primary care such as pharmacies, dentists and even minor injury.	HBC has been working closely with local healthcare providers and the Clinical Commissioning Group (CCG) to understand the triggers for development and the type, level of requirement. This consultation will continue throughout the DPD preparation and implementation to ensure the timing and level of provision is correct.
Delivery/Viability	
Local centre needs to be delivered early on in the development process	Work on phasing and triggers is continuing and the different facilities and services within the local centre will be included in this work.

12 Local Centre

Key Issue	HBC Response
Local Centre	
Community facilities should be handed over to the community after 20 years and rents kept low	Policies are included within the DPD that require that consideration should be given to the future management of local facilities, including the potential for community asset management.
Developers need to ensure that community facilities, school, health are delivered and that they don't avoid it through viability assessments	The provision of the necessary local facilities is contained within Local Plan Policy DM4 and will be ensured through legal agreements. It is in the developer's best interests to provide these local facilities to enable the provision of a sustainable community that people want to live in.
Important that sufficient developer contributions are required to enable infrastructure to be provided	
Need for clear and documented evidence of plans for provision of entertainment, services, facilities, shops, gyms and supermarkets within the development	Yes these will be required.

- 12.1** Regulation 18 consultation responses highlighted the importance of ensuring the need for a flexible local centre at the heart of the settlement that provided for a range of needs including employment, health, community and education as well as a need to provide secondary school provision on site.
- 12.2** Informal consultation has taken place with key stakeholders that has helped to shape the policy wording. This has included meetings with North Yorkshire County Council as Education Authority, Clinical Commissioning Group and local health providers.

Access and Movement 13

Key Issue	HBC Response
Cycle and Pedestrian routes	
Networks to serve bus stops and railway station	Maltkiln will be designed and laid out in a way that makes walking and cycle the natural choice for local, internal trips. This will be facilitated through the provision of high quality, safe, direct and cohesive walking and cycling infrastructure to link the settlement together, connecting key origins and destinations such as the rail station, local centre and bus stops.
Routes to serve Harrogate, York and villages	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. In relation to connections to Harrogate/York - see below
Separate from road	Cycle routes will be designed in accordance with the most up to date guidance (currently LTN1/20) which requires the provision of segregated routes in the majority of cases. there will also be dedicated walking and cycling bridge across the rail line to facilitate safe connections.
Designated cycle path along A59	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 for longer distance connections. The DPD requires that provision is made to ensure the opportunity to connect to this in the future is not compromised.
Retain historic paths and roads	New cycling and walking provision within Maltkiln should also be linked into the wider public rights of way network in the area. In addition it is proposed that once the new link road to the A168 is completed, Scate Moor Lane will become a green lane.
Rail and bus provision	
Upgrade required, dual track	<p>Recent track and signalling improvements, means that this line now offers an enhanced service with a half hourly service provided between Leeds and York. The Council will seek to promote further opportunities for improvement of the line, for example electrification. The DPD Rail Infrastructure policy requires that any enhancements to Cattal Station do not compromise these longer term ambitions.</p> <p>The DPD Rail Infrastructure policy sets out measures required to improve the facilities provided at Cattal Station in order to enhance the passenger offer. The policy requires that these measures are provided in the early phases of development of Maltkiln</p>
Additional capacity on railway required	Recent track and signalling changes, alongside updated rolling stock has provided additional capacity on the line.
Additional car parking for both Cattal and Kirk Hammerton stations	Cattal station is at the heart of Maltkiln and the will be the focus for improvements including additional car parking. Initially this additional car parking will be located to the

13 Access and Movement

Key Issue	HBC Response
Cycle and Pedestrian routes	
	north of the rail line, but land to the south will be retained for further parking should this be required. The car parking policy in the DPD requires that the additional parking is of sufficient size to meet the park and ride trips of the wider community.
Park and ride	See above
Station car parking prioritised for locals	The station parking arrangements have yet to be finalised. The aim for Maltkiln, secured through the design and layout of the new settlement is that residents of Maltkiln will see walking and cycling as the natural choice for internal, local journey including accessing the rail line.
Issues with ticketing and access onto the platform of the stations needs addressing	The current issue identified will be remedied by virtue of the provision of a pedestrian bridge across the rail line, providing step free access to the station platforms.
Cycle parking	The Rail Infrastructure policy requires the provision of secure, covered cycle parking, including for electric and non-standard bikes at the rail station. The Bus Provision policy requires cycle parking to be co-located at core bus shelters/stops.
Regular buses to local towns / cities, supermarkets etc	The Bus Provision policy requires the connection of bus routes within the new settlement to the wider network, enhancing connectivity to nearby settlements. 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.
Improved train and bus services required up front	See above in relation to improved train services. In relation to bus provision, the development of Maltkiln provides an opportunity to enhance bus service provision in the area. The Bus Provision policy requires the connection of bus routes within the new settlement to the wider network, enhancing connectivity to nearby settlements. This should be provided in the early stages of development
Roads	
Increased traffic on A59 and local roads/ Local roads at capacity	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. See also below regarding the A59. A detailed transport assessment will be required in order to support future planning applications for the new settlement that will look in more detail at highway capacity.
Impact on Cattal bridge	There will now be a new link road from the southern edge of Maltkiln taking traffic to the A168; this will have the effect of reducing the amount of trips over Cattal bridge

Access and Movement 13

Key Issue	HBC Response
Cycle and Pedestrian routes	
Concerns about rat running through villages	The DPD requires that measures be put in place to deter traffic from through routing. These will need to be considered as part of any future planning application.
Dual carriageway of A59	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. To facilitate this the DPD requires that land should be retained where the urban edge of the new settlement runs parallel to the A59 to this with a financial contribution required towards any future dualling between Maltkiln and the A1(M).
Junction improvements required	The DPD requires junction improvements at Whixley crossroads and Gilsthwaite Lane as well as a financial contribution to the improvement scheme for J47 of the A1(M). In addition it is noted that a Transport Assessment will be required for each phase of development and additional measures may be required as a result.
Concerns will be car dependent	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. It will be a place 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 and cohesive walking and cycling infrastructure
Adequate provision of parking for dwellings and shopping/facilities/employment areas	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. Car parking, should be located and designed such that it does not encourage local trips within the new settlement to be made by car.
Roads designed to reduce speed, planting to reduce associated noise and emissions	Streets will be designed for low speeds and street trees will be incorporated into the public realm.

- 13.1** The Regulation 18 consultation responses highlighted the importance of ensuring that Maltkiln did not become a car reliant settlement, that there was enhanced public transport provision and that pedestrian/cycle links should be considered as a priority and be delivered early.
- 13.2** Informal consultation has taken place with key stakeholders that has helped to shape the policy wording. This has included meetings with North Yorkshire County Council as Local Highway Authority, Network Rail and bus service providers operating in the area. Outputs from the Climate Change Strategy has also influenced the policy wording. Where appropriate the scheme promoter was invited to the meetings; as a result of which they have sought to re-draw their more detailed masterplans.

