

Harrogate District Local Plan: New Settlement Report



July 2017

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1 Introduction

1 Introduction

- 1.1** Harrogate Borough Council is in the process of preparing a Local Plan that will identify the land required to deliver the planned growth for the district over the next 18 years to 2035. As part of this process the council has considered, and consulted on, a number of options for accommodating the growth, including the option of identifying a new settlement.
- 1.2** The Draft Harrogate District Local Plan published for consultation in November 2016 identified two potential locations for a new settlement: Flaxby (FX3) and Green Hammerton (G11).
- 1.3** In addition to these two locations, several further potential locations for a new settlement have been put forward by landowners and/or site promoters during the course of preparing the Local Plan. In response to the Draft Local Plan the locations in Table 1.1 were promoted.⁽¹⁾

SHELAA Site Ref	Location	Comments
CA5(1)	Land to the west of Kirk Hammerton	Part of site originally submitted through Call for Sites (site CA4). Larger site promoted to Draft Local Plan as Maltkiln Village
DF7	Dishforth Airfield	Originally submitted through Call for Sites. Promoted to Draft Local Plan
OC5	Kirk Deighton	Originally submitted through Call for Sites. Promoted to Draft Local Plan with increased capacity from that identified in the SHELAA (2016)

Table 1.1 Additional New Settlement Locations

1. Approximately 32 hectares of land bound by the A59 to the north, Leeds-Harrogate-York rail line to the south and Station Road to the west are included in both sites GH11 and CA5.

- 1.4** In addition to the Flaxby and Green Hammerton locations, therefore, this report also considers the above locations where appropriate.
- 1.5** The purpose of the report is to provide detail on the council's rationale for the inclusion of a new settlement as part of the Local Plan growth strategy and to make an assessment of a preferred new settlement location to be taken forward and included in the Publication Local Plan. It sets out the evidence that will inform this decision and provides information on:
- Relationship of the principle of a new settlement to the proposed growth strategy;
 - Key characteristics for each location including opportunities and constraints; and
 - Comparative analysis of each location.
- 1.6** The following should be read alongside this paper:
- Harrogate Infrastructure Capacity Study;
 - Junction 47 A1(M) Capacity Testing Technical Notes, Highways England; and
 - Harrogate Local Plan Sustainability Appraisal/Strategic Environmental Assessment.

¹ A site at Kirby Hill (SHELAA Ref: KB5) was submitted as part of the Call for Sites process. This site had a potential capacity for 2600 dwellings. As it has not subsequently been promoted in response to the Draft Local Plan consultation it has been discounted from further consideration as part of this report.

2 Policy Context

- 2.1** A new settlement can play a role in the delivery of new housing and employment to meet needs whilst avoiding major constraints that may limit development elsewhere. The National Planning Policy Framework (NPPF) recognises the role new settlements can play as a means of increasing housing supply and supporting the achievement of sustainable development.
- 2.2** In principle national planning policy is supportive of the creation of new settlements, on the basis that they can demonstrate that they will be sustainable and that they will not cause significant adverse harm to the existing locality. Paragraph 52 of the NPPF states that the supply of new homes can sometimes be best achieved through planning for larger scale development, such as new settlements or extensions to existing villages and towns that follow the principles of Garden Cities.
- 2.3** The government indicated their intention to strengthen the policy framework for bringing forward new settlements with proposed changes to the NPPF, published for consultation in December 2015.

'We propose to strengthen national planning policy to provide a more supportive approach for new settlements, within locally led plans. We consider that local planning authorities should take a proactive approach to planning for new settlements where they can meet the sustainable development objectives of national policy, including taking account of the need to provide an adequate supply of new homes. In doing so local planning authorities should work proactively with developers coming forward with proposals for new settlements in their area.'

- 2.4** In its response (published in February 2017) to this consultation the government confirmed that national planning policy would be strengthened to encourage a more proactive approach by local authorities in bringing forward new settlements in their plans.
- 2.5** The government's interest in the opportunities that new settlements might offer in increasing housing supply was reinforced with the publication of the [Locally-led Garden Villages, Towns and Cities](#) prospectus (March 2016), which invited expressions of interest for a programme of Government support for new locally led garden villages and towns.⁽²⁾
- 2.6** The prospectus identified garden villages as being between 1,500 and 10,000 dwellings but did not seek to define the concept of a garden village or town indicating that it did not consider there to be a single template for these but rather they should be defined locally to establish a clear and distinct sense of identity.
- 2.7** The Housing White Paper, '[Fixing our broken housing market](#)' (February 2017) indicated the government's intention to legislate to enable New Town Development Corporations to be set up and used as a delivery vehicle for new settlements, if this were considered appropriate locally.⁽³⁾ The required legislative amendments were introduced through the Neighbourhood Planning Act 2017.

2 For more information please visit <https://www.gov.uk/government/publications/locally-led-garden-villages-towns-and-cities>

3 For further information please visit <https://www.gov.uk/government/collections/housing-white-paper>

3 Principle of a new settlement and proposed growth strategy

3 Principle of a new settlement and proposed growth strategy

- 3.1** The Local Plan growth strategy has evolved over time. Initially 11 strategies for distributing growth were identified. These were subject to an initial sustainability appraisal to assess how well each performed in terms of its economic, social and environmental impact. From this work, five options were developed which took elements from the better performing strategies. These focused on:
1. Focusing growth in main urban areas
 2. Focusing growth in main urban areas and surrounding settlements
 3. Growth around public transport corridors principally to the east
 4. Growth around public transport corridors principally to the south
 5. New settlement within the A1(M) corridor
- 3.2** Both options 3 and 4 included proposals for significant development focused on existing rail stations within the corridors.
- 3.3** These growth strategy options were included in a Local Plan Issues and Options consultation (July 2015). The outcome of the consultation did not demonstrate overwhelming support for one option over another. However, the comments received indicated that the option of a new settlement was one that should be considered further. It also confirmed through sites being put forward, that there was potentially land available that could deliver the quantum of development associated with a new settlement option.
- 3.4** It also became clear that one growth strategy option alone was unlikely to provide a sustainable single solution to accommodating growth and that in all likelihood a combination of the options would be required. The following factors, therefore, influenced the preferred growth strategy included in the Draft Local Plan:
- Availability of sites - a significant number of the most sustainable sites were located in existing settlements where there is the best accessibility to jobs and services, where existing infrastructure can be utilised and where it is generally easier and more cost effective to deliver growth. Most sites identified were in Harrogate, Knaresborough and Ripon, the main settlements in the district;
 - Objectively assessed housing need - the amount of land required to meet the objectively assessed housing need was then considered in relation to the availability of sites. This identified that there was insufficient suitable sites in the main settlements or in other settlements in the settlement hierarchy to meet the full objectively assessed need without unacceptable impacts. Whilst the new settlement options all produced a red score against one or more sustainability appraisal criteria, it should be acknowledged that a new settlement would have negative impacts mainly through development scale and the impact that scale has on, for example, the surrounding landscape or existing settlements; and
 - Development well related to the key public transport corridor and the strategic east-west road corridor - these were both growth options which performed the next best after focusing growth in the main settlements in the earlier assessment work. Parts of these growth options also over-lapped with the area of search for a new settlement.
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Principle of a new settlement and proposed growth strategy 3

- 3.5** The growth strategy set out in the Draft Local Plan (Policy GS2) locates growth in those settlements within, or located in close proximity to, the key public transport corridors that have the best access to public transport and, therefore, also a wide range of jobs, services and facilities within the district but also further afield.⁽⁶⁾
- 3.6** The inclusion of the new settlement options in the draft Local Plan attracted a number of responses. Particular issues raised to the principle of a new settlement, as opposed to comments about the two potential locations, included:
- Other reasonable alternatives such as reviewing the Green Belt boundary around main settlements were not assessed; and
 - It would be more sustainable to extend existing settlements and identify sufficient sites within the existing settlement hierarchy.
- 3.7** The NPPF is clear that Green Belt boundaries should only be altered in exceptional circumstances, although there is currently no definition in the NPPF as to what constitutes exceptional circumstances. The Green Belt Background Paper 2016 sets out the reasons why the council has concluded that it does not need to undertake a Green Belt review in order to meet the emerging plan requirements in a way that represents sustainable development.
- 3.8** The government has recently re-iterated its commitment to the protection of the Green Belt in the Housing White Paper. In this they make clear that Green Belt boundaries should only be amended where exceptional circumstances can be demonstrated having explored all other reasonable options.⁽⁷⁾
- 3.9** The council's position remains, therefore, that as there are other options for meeting development needs in the district, exceptional circumstances to trigger a Green Belt review cannot be demonstrated.
- 3.10** An updated assessment of the district's Objectively Assessed Need (OAN) for housing has, as a result of changes to the demographic starting point and increased economic growth prospects, seen the OAN increase to 669 dwellings per annum or 14,049 dwellings over the plan period. This represents an increase of some 2,300 homes over that previously planned for. In order to meet this revised figure and provide sufficient flexibility in case any housing sites do not deliver at the rate anticipated, the council has undertaken a further review of potential development sites already submitted and assessment of new sites that came forward during consultation on the draft Local Plan.
- 3.11** Whilst the council propose to identify some additional housing sites⁽⁸⁾ as preferred allocations, there is a limit to which existing settlements should grow during the plan period if their character and role consistent with the growth strategy is to be retained and specific constraints in terms of infrastructure and services capacity are to be effectively addressed. In this respect, the role of a new settlement in meeting part of the overall housing requirement of the district is essential and this has intensified as a result of updated evidence on the district's objectively assessed housing need.

⁶ Public transport corridors are the Leeds/Harrogate/York rail line (improvements to the rail line are a priority for both the York, North Yorkshire and East Riding and Leeds City Region LEPs) and six strategic bus routes.

⁷ What are considered reasonable options are set out in the White Paper.

⁸ Harrogate District Local Plan: Additional Sites Consultation 2017

3 Principle of a new settlement and proposed growth strategy

3.12 The identification of a new settlement remains, therefore, a reasonable and appropriate approach for the council to take.

Objectives for New Settlement

3.13 The council's objectives for a new settlement are for it to:

- Be designed to have its own identity and sense of place and create a new focus for growth;
- Demonstrate high quality design and place making, offering a quality of life that is as good as, or better than, competing locations;
- Be of an appropriate scale to create a mixed community for all ages providing a range of housing types, sizes and tenures suitable for all types of occupier, at all stages of their lives;
- Support a mix of uses including education, local shops and services, health facilities and community meeting places;
- Be designed to integrate into and enhance the local public transport network, maximising public transport use;
- Promote healthy lifestyles with the provision of leisure and recreation facilities and a broad range of open space forms and functions;
- Contain a range of on-site employment opportunities;
- Have the propensity to grow in the future; and
- Have an integrated network of green spaces that conserves and enhances biodiversity and creates a distinctive character to the settlement.

Relationship of potential new settlement locations with preferred growth strategy

3.14 Consideration has been given to the 'fit' of the potential new settlement locations with the preferred growth strategy contained in the Draft Local Plan.

SHELAA Site Ref	Location	Comments on compatibility with preferred growth strategy
CA5	Land to west of Kirk Hammerton	Within identified public transport corridor - rail line (Harrogate to York)
DF7	Dishforth Airfield	Outside identified public transport corridor
FX3	Flaxby	Within identified public transport corridor - rail line (Harrogate to York)
GH11	Green Hammerton/Kirk Hammerton/Cattal	Within identified public transport corridor - rail line (Harrogate to York)
OC5	Kirk Deighton	Outside identified public transport corridor

Table 3.1 Compatibility of new settlement locations with preferred growth strategy

3.15 Dishforth Airfield is not expected to be disposed of by the MoD until 2031 and would not, therefore, contribute a significant number of dwellings, if any, to the housing land supply during the current plan period.⁽⁹⁾ The location of the site is also not compatible with the preferred growth strategy being outside of any key public transport corridor (it is 5km north of Boroughbridge and the Harrogate to Boroughbridge strategic bus

Principle of a new settlement and proposed growth strategy 3

route). It has not, therefore, been considered further as part of this report: consideration as to the development potential of Dishforth Airfield will be undertaken as part of any future plan review.

- 3.16** The Kirk Deighton site (OC5) is not within an identified public transport corridor although it is relatively accessible to the identified key strategic bus route (Harrogate to Wetherby) and benefits from its close proximity to Wetherby. Therefore, for the purposes of this report it has been assessed.

4 Site Characteristics

4 Site Characteristics

4.1 This section provides a description of the key characteristics of each site together with maps showing the site areas assessed. ⁽¹⁰⁾

Land to the west of Kirk Hammerton (CA5)

Site Area - 168 hectares (gross)

Relationship to existing settlements - Knaresborough, one of the three main towns in the Draft Local Plan Settlement Hierarchy, is approximately 9.5km to the west⁽¹¹⁾ from the nearest point of the site. Green Hammerton, a Primary Service Village, lies 900m to north east of the site and Kirk Hammerton, a Secondary Service Village, lies 300m to the east. A small residential area lies to the north of the A59 approximately 100m from the nearest point of the site with Whixley, a Smaller Village, 1km to the north. Cattal, which is not identified in the Draft Local Plan Settlement Hierarchy, lies 500m to the south. There are several properties scattered through the site off Station Road and Gilsthwaite Lane.

Movement and accessibility - the site benefits from the proximity of the A59 which runs along the northern site boundary, and which is accessed at a crossroads junction from Station Road. The A59 provides east-west connectivity and access to the A1(M) via Junction 47, which is 3.6km to the west. Station Road and Cattal Street provide north/south access through the site and the eastern part of the site is dissected by several lanes. A local bus route (Service 3), providing an infrequent service, runs through the site with an informal bus stop on Cattal Street. The Leeds-Harrogate-York rail line runs east/west through the site with Cattal station in the centre of the site and Hammerton (1.3km) to the east. There is currently an hourly service with two trains per hour at peak times. Due to the rural nature of the site, there is a lack of existing pedestrian and cycling infrastructure within or linking the site to nearby settlements.

Land uses - the site is predominately in agricultural use and is classified as Grade 2 (132ha) and Grade 3 (35ha). Part of the site is in commercial use as a large scale horticultural nursery. Surrounding uses are agricultural. The site is within a sand and gravel Safeguarding Area identified in the North Yorkshire Minerals and Waste Joint Plan (publication version November 2016).⁽¹²⁾ This would not prevent future development but designation will require that the impact on the mineral resource is considered in making land use planning decisions. The majority of the site falls within Flood Zone 1 but a small part along the Kirk Hammerton Beck is within Flood Zones 2 and 3.

Ecology - there are no international designations on or within 5km of the site. Aubert Ings SSSI lies 0.9km to the south of the site with Syke Dyke Willows Site of Importance for Nature Conservation (SINC) 1km to the southeast and Tockwith Ings SINC 1km to the south east. A number of watercourses and ponds and small areas of woodland can be found within or adjoining the site. These together with field hedgerows and the railway corridor have significant local ecological value with the potential to support protected species.

10 For the purpose of this report the site areas that have been assessed are those that were included in the draft Local Plan (sites FX3 and GH11, shown in green on the maps) or promoted to the draft Local Plan (sites CA5 and OC5, shown by blue hatching on the maps).

11 To the area around Knaresborough Market Place.

12 The relevant Minerals and Waste Joint Plan Policy (S01) indicates that permission will not be granted for development within the Safeguarding Area unless certain criteria are met.

Site Characteristics 4

Landscape character - part of the site falls within Landscape Character Area LCA95: Whixley Arable Farmland. The wider landscape is moderate to large scale where the settlements are well wooded and intimate, edged with small grassland fields managed for horses and grazing. In contrast the surrounding farmland is more open due to lack of woodland and the large scale arable field pattern. The site comprises parliamentary enclosure and modern improved agricultural fields. The land to the north of the rail line is gently rising and may be more widely visible in the landscape.

Historic environment - within the site, close to the junction of the A59 with Station Road, there is a Grade II listed milepost and 30m to the east of this, immediately to the north of the site, a Grade II listed building (Providence House). Approximately 300m to the south east of the site there is a Grade II* listed building (Old Thornville) and several Grade II listed structures (including sculptures and a Ha Ha). A Scheduled Monument, Cattal Bridge, lies 1km to the south (this is also a Grade II listed) and Allerton Park, a Grade II Registered Park and Garden lies 2km to the north west. There are Conservation Areas in Green Hammerton, Kirk Hammerton and Whixley within which there are a number of predominately Grade II listed buildings. Kirk Hammerton is the nearest Conservation Area, 300m to the east of the site. The area is also one of high archaeological potential, primarily associated with the Roman road.

Utilities⁽¹³⁾ -

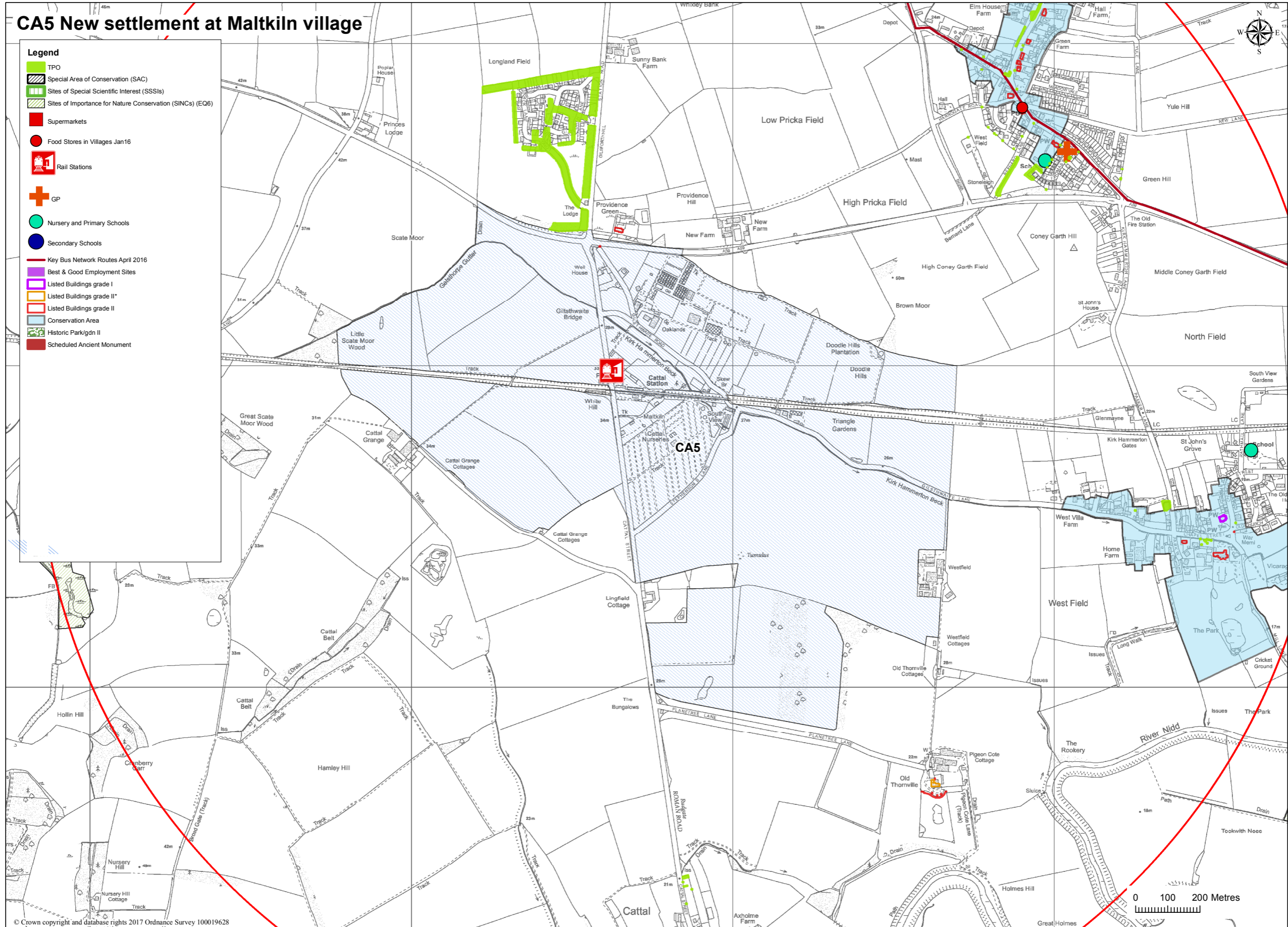
- Electricity - would require major reinforcement although may be some capacity to supply early housing phase from existing local network
- Water supply - the area is already served by water infrastructure but this would require upgrading and reinforcement
- Gas - sites to the east of the A1(M) are not connected to the gas network. Development would require either new infrastructure linking to the Intermediate Pressure Network for York to the east, or would need to connect to the Harrogate network to the west
- Waste water - the area is already served by wastewater infrastructure but this would require improvement works

Employment - the site lies approximately 8.2km to the east of an existing key employment site, (St James Park, Knaresborough), and approximately 4km to the north of Marston Business Park. There is employment associated with the horticultural nursery.

Social infrastructure - there are a number of services and facilities in nearby settlements that provide for key day to day needs. These include primary schools, (Kirk Hammerton and Green Hammerton), local shops, (Kirk Hammerton,⁽¹⁴⁾ Green Hammerton (the shop here also includes a post office) and Whixley) and GP (Green Hammerton).

13 Site specific utilities information is not currently available. The assessment, therefore, is based on utilities information provided for site GH11. This is considered to be a reasonable approach to take given the relative proximity of the two sites.

14 The shop in Kirk Hammerton is outside of the village itself, on the A59 to the east of the village.



Map 4.1 site CA5

Flaxby (FX3)

Site Area - 197 hectares (gross)

Relationship to existing settlements - Knaresborough is approximately 4.5km to the west⁽¹⁵⁾ from the nearest point of the site and Goldsborough, a Secondary Service Village, lies approximately 1.5km to the south west. Flaxby, immediately to the west of the site, and Coneythorpe are small settlements not identified in the Draft Local Plan Settlement Hierarchy. Coneythorpe is 175m to the northwest of the nearest part of the site but sits below a ridge line. To the north of Flaxby an isolated property, Spring Bank Farm, lies on the western site boundary.

Movement and accessibility - the site benefits from its location at the intersection (Junction 47) of the A1(M), which runs north-south immediately to the east of the site, and the A59, which runs along the southern site boundary. The majority of the site lies to the north of the A59 and access is available from a roundabout on the A59 about 500m to the west of Junction 47, with a secondary access off the A59 via York Road. A smaller part of the site, to the south of the A59, is currently accessed via a field access off the A59. York Road dissects the site east/west but is now stopped up at its eastern end where it meets the A1(M). A bus route (Service 1A) operates within vicinity of the site with existing bus stops in Flaxby and Coneythorpe. It provides a frequent service (hourly) between Harrogate and Boroughbridge Monday to Saturday. The Leeds-Harrogate-York rail line runs to the south west of the site with the nearest stations at Knaresborough (4.9km) and Cattal (4.5km to the east). The Knaresborough Round public footpath crosses the site from Flaxby to Coneythorpe and a bridleway runs from Coneythorpe to old York Road.

Land uses - Between old York Road and the A59 the site has been laid out as a golf course, although it is no longer operational, with the remainder of the site in agricultural use. Agricultural land quality across the site is classified as Grade 2 (151ha) and Grade 3 (45ha). The site is within a sand and gravel Safeguarding Area identified in the North Yorkshire Minerals and Waste Joint Plan (publication version November 2016). The response of North Yorkshire County Council (NYCC) to the draft Local Plan indicates that the mineral resource is likely to be category 'A', which is most likely to be of commercial significance. This would not prevent future development but designation will require that the impact on the mineral resource is considered in making land use planning decisions. With the exception of a commercial area to the south west, surrounding land uses are predominately agricultural. The majority of the site falls within Flood Zone 1 but a small part falls within Flood Zones 2 and 3.

Ecology - there are no international or national designations on or within 5km of the site. Allerton Park and Allerton Lakes SINCs lie to the east of the site immediately beyond the A1(M). There is an extensive network of ponds and watercourses across the site, some associated with the design/layout of the former golf course, which are likely to be of high biodiversity value. There are significant areas of woodland within or adjoining the site, several of which are the subject of TPOs, and are of ecological value.

Landscape character - the site is within two Landscape Character Areas (LCA), namely LCA68: Hunsingore and Hopperton Farmland and LCA69: East Knaresborough Arable Farmland. The site is within a moderate to large-scale landscape consisting of large fields and several woodland blocks creating a partially enclosed feel. The presence of the A1(M)

4 Site Characteristics

and associated traffic noise is a major detractor. The northern and western part of the site falls within LCA69 which consists of a more moderate-scale arable landscape with less woodland cover than LCA68 to the south.

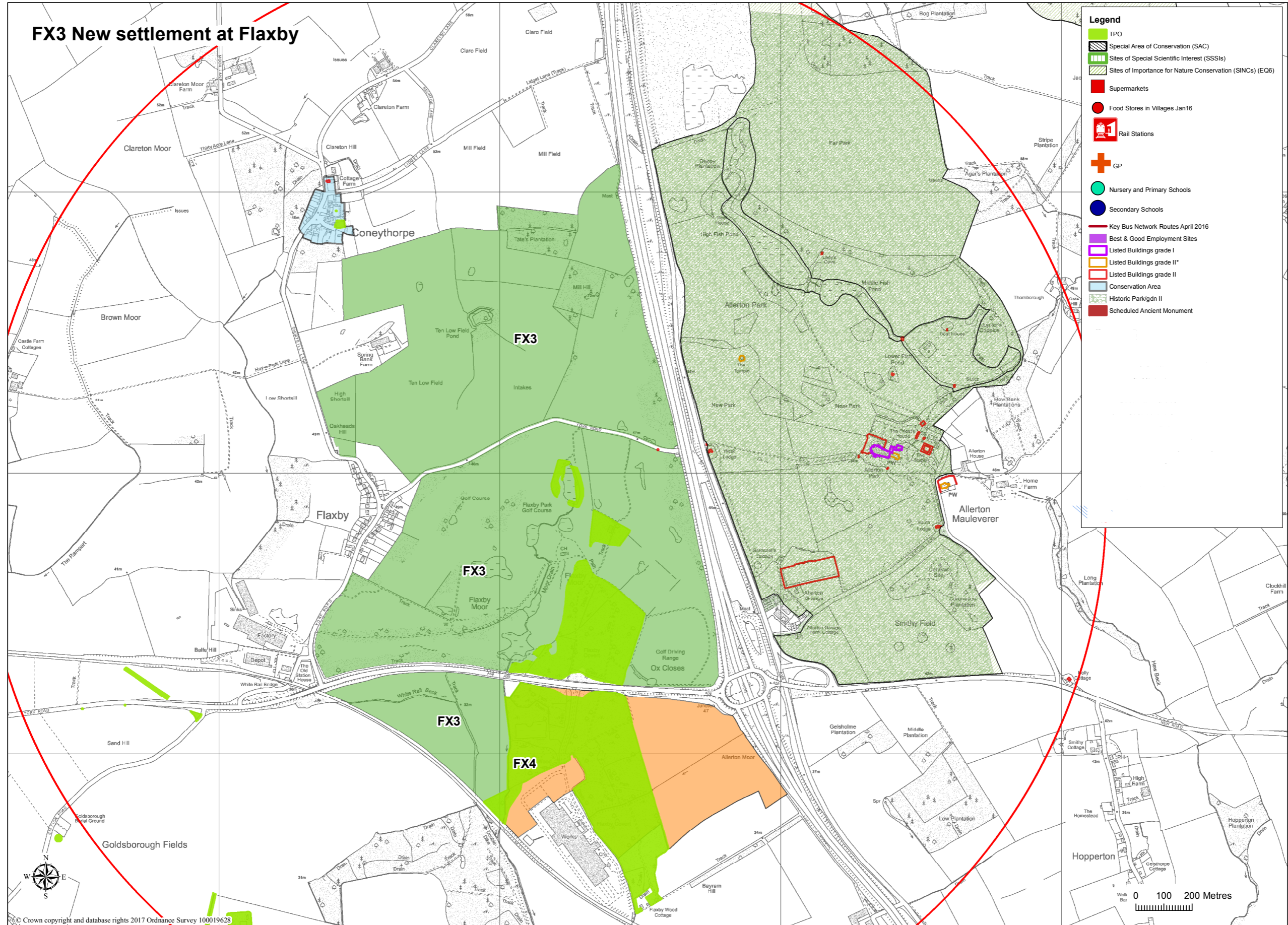
Historic environment - within the site on the old York Road there is a Grade II listed milepost. Conservation Areas can be found in Coneythorpe (52m to the north west, within which there is one Grade II listed building) and Goldsborough within which there are a number of listed buildings, predominately Grade II (1.1km to the south west). Allerton Park, a Grade II Registered Park and Garden, lies to the east of the site beyond the A1(M) within which there are a number of listed buildings (Grade I, II* and II). These include Allerton Castle (Grade I), which is visible from various locations within the site. Allerton Park itself was designed to take advantage of the wider landscape: higher areas of the park borrow the surrounding landscape to extend the sense of scale of the park. This is particularly strong at The Temple of Victory (Grade II*) due to its elevated height, which permits views across the open countryside, reinforcing the rural character of the area and The site is within an area where there maybe archaeological potential.

Utilities -

- Electricity – limited capacity at local primary sub-station
- Water Supply – substantial reinforcement of the existing mains would be required to serve development
- Gas – reinforcement of medium pressure network to accommodate development will be required
- Waste water – the site is remote from the public sewerage network. New infrastructure and upgrading of Waste Water Treatment Works will be required.

Employment - the site lies approximately 3.5km to the east of an existing key employment site (St James Park, Knaresborough). Immediately to the south west is a site occupied by a William Morrison's operational centre and Chippendale Eggs packaging plant. To the south of the the A59 is the former Donnelley's print works and a 40ha area allocated in the draft Local Plan for employment/business development (site FX4).

Social infrastructure - there are no services and facilities in either Flaxby or Coneythorpe that could provide for key day to day needs. A primary school is located in Goldsborough. Knaresborough provides a wider range of services and facilities as might be expected in a town, including secondary school provision.



Map 4.2 site FX3

4 Site Characteristics

Green Hammerton/Kirk Hammerton/Cattal (GH11)

Site Area -168 hectares gross

Relationship to existing settlements - Knaresborough is approximately 10km to the west⁽¹⁶⁾ from the nearest point of the site. Green Hammerton lies immediately on the north eastern boundary of the site and Kirk Hammerton immediately to the south beyond the Leeds-Harrogate-York rail line. Whixley is approximately 700m to the north west and Cattal 1.4km to the south of the nearest point of the site. There are several properties scattered through the site off Station Road and Gilsthwaite Lane.

Movement and accessibility - the A59, which dissects the site provides east-west connectivity and access to the A1(M) via Junction 47, which is 4km to the west. Access to the A59 can be achieved via Station Road and Parker Lane (from that part of the site to the south of the A59) and the B6265 (from the north), which also provide north-south connectivity. A local bus route (Service 22/23) operates within the vicinity of the site providing a relatively frequent (2 hourly) service Monday to Saturday with an additional Tuesday only service (Service 3) to Boroughbridge. There are existing bus stops in Green Hammerton and Kirk Hammerton Moor. The Leeds-Harrogate-York rail line forms the southern boundary of the site with Cattal and Hammerton stations at the south west and south east corners of the site respectively. There is currently an hourly service with two trains per hour at peak times. There are no public rights of way within the site although within the wider area, particularly to the north and east of the site there is a network of rights of way.

Land uses - the site is predominately in agricultural use and is classified as Grade 2 (112ha) and Grade 3 (56ha). The western part of the site between the rail line and the A59 is in commercial use as a large scale horticultural nursery. Surrounding land uses are predominately agriculture. A significant part of the site is within a sand and gravel Safeguarding Area identified in the North Yorkshire Minerals and Waste Joint Plan (publication version November 2016). This would not prevent future development but designation will require that the impact on the mineral resource is considered in making land use planning decisions. All of the site is within Flood Zone 1.

Ecology - there are no international designations on or within 5km of the site. Aubert Ings SSSI lies 2km to the south of the site with Syke Dyke Willows SINC 1.7km to the southeast and Tockwith Ings SINC 1km to the south. A number of watercourses and blocks of woodland can be found within or adjoining the site. These together with field hedgerows have significant local ecological value with the potential to support protected species.

Landscape character - the site falls within two Landscape Character Areas (LCA), namely LCA95: Whixley Arable Farmland and LCA 96: Green Hammerton low lying Farmland. The wider landscape is one of medium to large scale open farmland interspersed with small villages with smaller scale fields providing their setting. To the south and west land form is gently undulating and to the east becomes flat.

Historic environment - on the northern edge of the site, close to the junction of the A59 with Station Road, there is a Grade II listed milepost and 30m to the east of this, 50m to the north of the site, a Grade II listed building (Providence House). Adjacent to the south eastern boundary is the Grade II listed Kirk Hammerton Station Signal Box. There are conservation areas in Green Hammerton (138m to the east), Kirk Hammerton (155m to the south) and Whixley (650m to the north west) within which there are a number of listed buildings. These

Site Characteristics 4

are predominately Grade II although the Churches in Kirk Hammerton and Whixley are listed Grade I and II* respectively. A Scheduled Monument, Cattal Bridge, lies 1.9km to the south (this is also a Grade II listed) and Allerton Park, a Grade II Registered Park and Garden lies 2.9km to the north west. A Roman road lies on the site's western boundary with another to the east of the site, with a high probability of archaeological remains in this area.

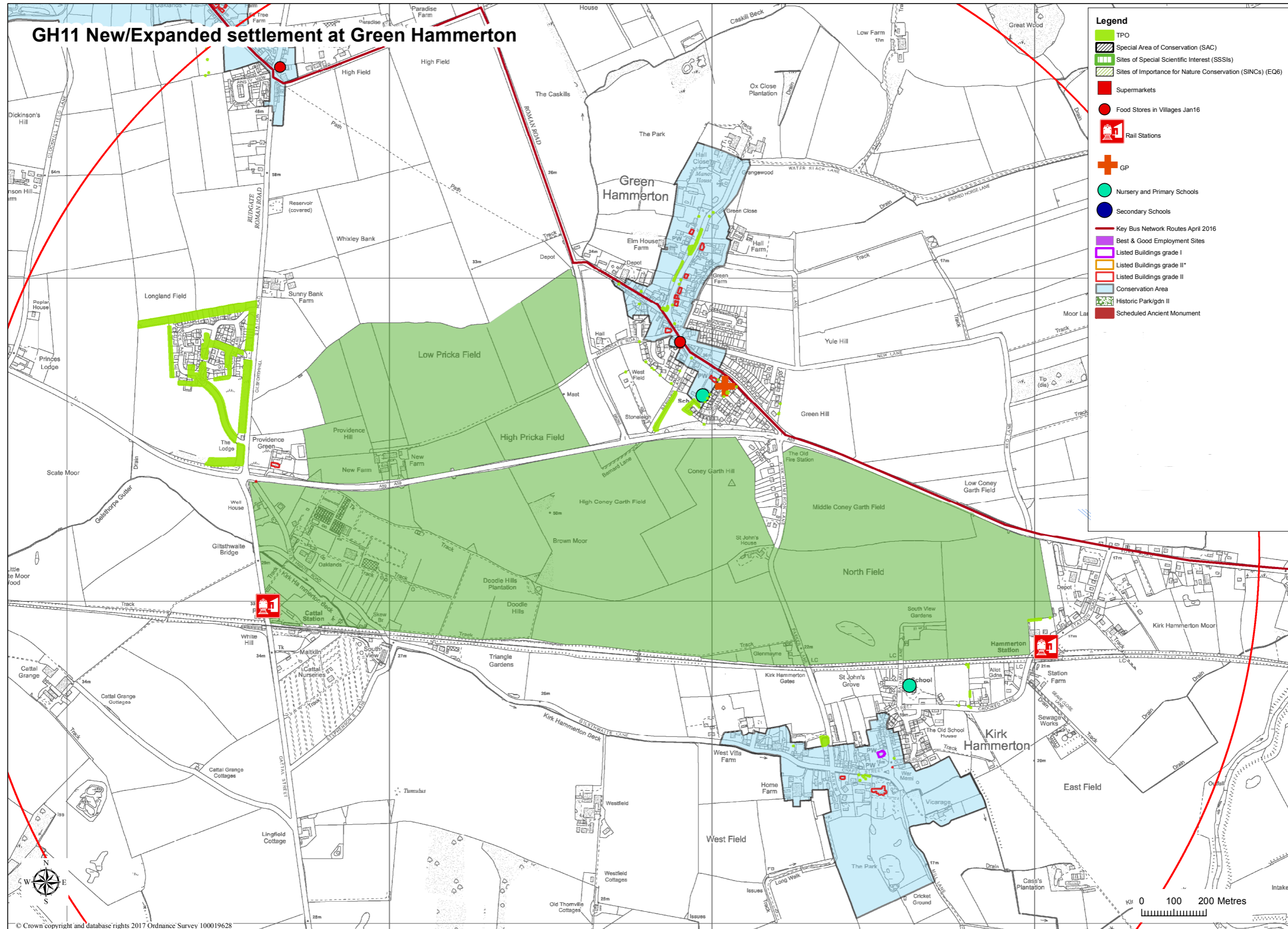
Utilities -

- Electricity - would require major reinforcement although may be some capacity to supply early housing phase from existing local network
- Water supply - the area is already served by water infrastructure but this would require upgrading and reinforcement
- Gas - sites to the east of the A1(M) are not connected to the gas network. Development would require either new infrastructure linking to the Intermediate Pressure Network for York to the east, or would need to connect to the Harrogate network to the west
- Waste water - the area is already served by wastewater infrastructure but this would require improvement works

Employment - the site lies approximately 8.5km to the east of an existing key employment site (St James Park, Knaresborough). Approximately 4km to the south there is the Marston Business Park. Part of the site is in use as a commercial nursery.

Social Infrastructure - there are a number of services and facilities in Green Hammerton that provide for key day to day needs. These include a primary school, local shop/post office and GP. There are also facilities in Whixley (shop) and Kirk Hammerton (primary school and shop⁽¹⁷⁾).

17 The shop in Kirk Hammerton lies outside of the village.



Map 4.3 site GH11

Kirk Deighton (OC5)

Site Area - 111 hectares (gross)

Relationship to existing settlements - Wetherby(18) is approximately 1km to the south from the nearest point of the site. Kirk Deighton, Little Ribston and Cowthorpe, all Smaller Villages in the Draft Local Plan settlement hierarchy, lie approximately 500m to the south west, 2.2km to the north west and 1.2km to the north east respectively from the nearest points of the site. North Deighton which is not identified in the Draft Local Plan Settlement Hierarchy lies 1.4km to the west of the site. A number of properties can be found on the western boundary of the site fronting onto the A168.

Movement and accessibility - the site lies between the A1(M), forming the eastern site boundary, and the A168, forming the western site boundary, both of which provide north-south connectivity, with the A1(M) accessed at Junction 46, via the B1224 1km to the south of the site. Wetherby Lane forms the northern site boundary, providing east-west connectivity, and connects with the A168 via a grade separated junction. There are four bus services that operate to the south of the site providing a frequent service. A public right of way crosses the site linking the A168 and Wetherby Lane.

Land uses - the site is in agricultural use and is classified as Grade 2 (102ha) with a small area of Grade 3 (9ha). Farm buildings in the northern part of the site are partly in use for commercial purposes. Surrounding land uses are predominately agricultural. The site is within a sand and gravel Safeguarding Area identified in the North Yorkshire Minerals and Waste Joint Plan (publication version November 2016). This would not prevent future development but designation will require that the impact on the mineral resource is considered in making land use planning decisions. The majority of the site falls within Flood Zone 1 but part, along the Broad Wath, is within Flood Zones 2 and 3. Overhead electricity cable cross the middle of the site on pylons.

Ecology - the Kirk Deighton Special Area of Conservation (SAC), which is identified for Great Crested Newts and is also a SSSI, lies 1km south west of the site. Deighton Spring SINC lies 2km to the west of the site. There are a number of ponds/watercourses within the site and areas of deciduous woodland, several of which are subject to TPOs, and field hedgerows which provide connectivity across the arable landscape.

Landscape character - the site falls within Landscape Character Area LCA100: Kirk Deighton to Tockwith Arable Farmland. The wider landscape is relatively flat and well wooded containing several woodland blocks. The site itself comprises arable fields interspersed with woodland blocks. Broad Wath watercourse runs through the site. The site contains few landscape features of quality and the A1(M) is a significant intrusion into the landscape affecting the area's tranquility.

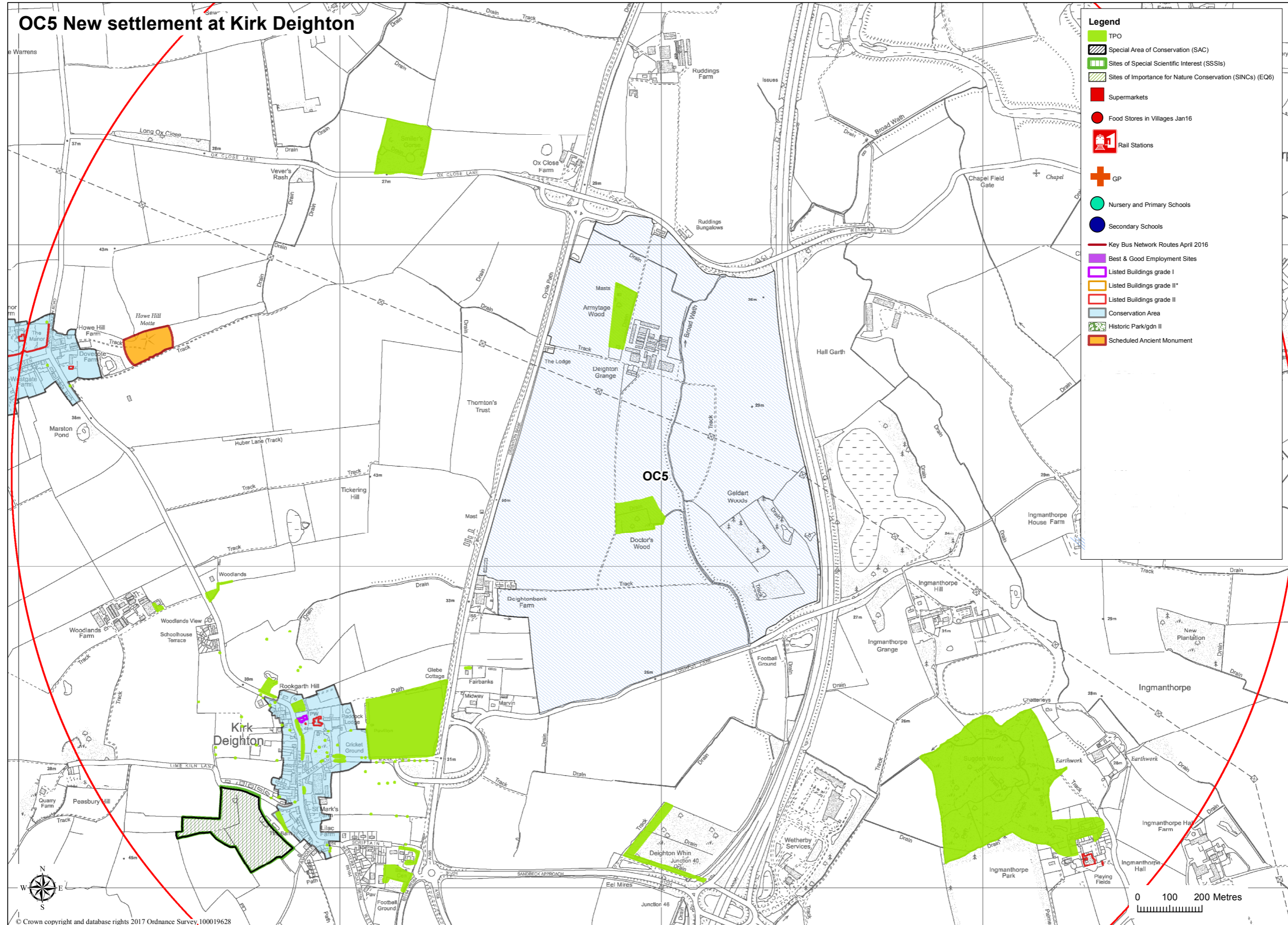
Historic environment - there are Conservation Areas in Kirk Deighton (500m to the south west), North Deighton (1.3km to the west) and Hunsingore (1.7km to the north east) within which there are a number of listed buildings, predominately Grade II. Ribston Hall Registered Park and Garden (Grade II) lies 1km north west of the site, within which there are a number of associated listed buildings. A Scheduled Monument, Howe Hill Motte and Bailey Castle, is 1.1km to the west of the site.

Utilities - no information available

4 Site Characteristics

Employment - existing employment opportunities are available in Wetherby.

Social infrastructure - services and facilities to meet key day to day needs (primary school, shop and GP) can be found in Wetherby, along with a number of higher order services and facilities.



Map 4.4 site OC5

5 Constraints and Opportunities

5 Constraints and Opportunities

- 5.1** This section provides an assessment of the constraints and opportunities associated with each site.
- 5.2** Sites CA5, FX3 and GH11 are equally affected by the following issues.
- Junction 47 A1(M) - capacity issues at the junction represent a major constraint to development in this area with peak hour queues and delays. North Yorkshire County Council supported by the York, North Yorkshire and East Riding LEP successfully bid through the Local Growth Fund for money to implement a junction improvement scheme at Junction 47. The scheme involves the widening of approaches including the slip roads and linked signalisation of the main gyratory and is expected to start construction in 2017/18. Given various developments that could come forward and impact on traffic flows at Junction 47 in future years, including the need to accommodate levels of growth in the emerging Local Plan, a study has been undertaken⁽¹⁹⁾ to identify when further improvements are likely to be required beyond those provided by the LEP scheme and the interim and final solutions for junction improvements to accommodate likely future traffic levels and appropriate growth. The development timing of sites CA5, FX3 and GH11 are closely linked to the funding and programming of these further improvement works.
 - Leeds-Harrogate-York rail line - the capacity of the line is affected by stretches of single track sections between Knaresborough and Poppleton. NYCC's Local Transport Plan (2016-2046) details proposals to deliver a transformational change to the line including double tracking the single track sections, which will address capacity issues and deliver improved journey times and increased train frequency.

Land to the west of Kirk Hammerton (CA5)

Connectivity and Accessibility

Rail - the site benefits from an operational station (Cattal) centrally located within walking distance of the whole site and a further station (Hammerton) nearby. The rail line, however, acts as a physical barrier to easy north-south movements, particularly walking and cycling, as there are only two crossing points (Station Road and Gilsthwaite Lane). The developers promoting the site have proposed a new access road over the rail line, which would enable the existing level crossing to be stopped up. The development promoters have had preliminary discussions with Network Rail but the cost/technical requirements associated with a new bridge crossing have not been fully investigated and could be prohibitive and/or delay timely development.

Bus - existing services operate in vicinity of the site and the scale of development provides the potential for these to be improved/extended into the site.

Walking and cycling - the topography of the site would lend itself to walking and cycling, although the issue of severance created by the rail line in encouraging easy north-south movements would be difficult to overcome.

Road - the site can connect into the strategic road network (A59) but would require major junction improvements to access the A59.

Constraints and Opportunities 5

Landscape and Environment

Landscape character - development would result in the loss of Grade 2 agricultural land and a smaller proportion of Grade 3 (79% of the site is Grade 2). The site lies less than 1km from the edge of two settlements although separation could be retained and reinforced through appropriate design and landscaping. Consideration would also need to be given to how individual properties within the site were dealt with. Development of a new settlement would result in significant change in the wider landscape but integration of development in the long term could be assisted by structure planting.

Ecology - features within the site have biodiversity value and retention and enhancement offers the opportunity to create green corridors and add to the environmental quality of future development. There is the potential for wetland habitat creation in conjunction with sustainable urban drainage systems within the site. There may be the potential for adverse impacts on Aubert Ings SSSI (which is an open access site) resulting from the increased recreational pressure from the new settlement unless generous green infrastructure provision is provided on site to mitigate for this.

Heritage - development of the site has the potential to impact on the setting of listed buildings within or in close proximity to the site and to affect the approach to Kirk Hammerton. Green Hammerton is more distant from the site with the A59 in between. The design and layout of the development could mitigate the harm through incorporation of appropriate mitigation measures. The archaeological potential of the site would need to be addressed through a programme of evaluation but, depending on the significance of findings, could possibly be either preserved in-situ or recorded.

Economy

Existing employment opportunities are available in Knaresborough, which could be accessed by sustainable transport modes. Proximity of the site to the Leeds-Harrogate-York rail line and access to stations on the line also enables employment opportunities further afield to be accessed via sustainable transport modes. Development would result in the loss of the horticultural nursery and associated employment from this location. However, the development promoters have confirmed there is alternative land available in the vicinity of site CA5 which is within the control of the nursery thereby enabling it to be relocated. As currently proposed, the development of on-site employment opportunities would be available not only within the local centre but also through the provision of B1 employment floorspace.

Until the local centre is developed, residents of the new settlement will have access to services and facilities to meet day to day needs in nearby settlements, particularly Green Hammerton and Kirk Hammerton.

Deliverability

The site is in multiple land ownerships but is being promoted by a single developer. Initial land assembly has been completed and the development promoter has agreements in place with the site landowners, although part of the site is subject to a non-exclusivity arrangement.

5 Constraints and Opportunities

Flaxby (FX3)

Connectivity and Accessibility

Rail - there is currently no direct access to the Leeds-Harrogate-York line. As the rail line runs to the south west of the site there may be the potential to develop a new station stop, preferably to the north of the A59 so as to be within walking/cycling distance of the majority of the site.

The former Goldsborough station site lies to the southwest of the site although outside of the site boundary shown in the draft Local Plan. The development promoter has undertaken initial investigations on the feasibility of reopening a station in this location to serve the new settlement. This could be a potentially complex solution and without certainty: as it currently stands, a station and rail service are not in place. Knaresborough and Cattal rail stations, the nearest existing stations, are outside of walking distances but potentially accessible by improved bus services.

Bus - exiting services providing a daily service currently stop in close proximity to the site. The scale of development provides the potential for these to be improved/extended into the site.

Walking and cycling - the topography of the site would lend itself to walking and cycling.

Road - the site (northern part) benefits from being able to utilise existing road infrastructure (A59 roundabout) to access the site. That part of the site to the south of the A59 could also achieve access from the A59 roundabout but would need to be served by a new access road, which would cut through a TPO woodland area. The proximity of the site to the A1(M) is likely to give rise to noise and air quality issues. The impacts of this cannot be determined without a more detailed assessment but potentially may result in a reduced developable site area and/or require mitigation measures in the layout/design of buildings.

Landscape and Environment

Landscape character - development would result in the loss of Grade 2 agricultural land (77% of the site is Grade 2). There is no separation between the site and Flaxby which could lead to coalescence unless accommodated within the development layout. Development of a new settlement would result in significant change in the wider landscape but extending areas of woodland and connected green infrastructure could form a wooded structure within which new development could be accommodated.

Ecology - ponds and watercourses on the site, together with woodland areas have biodiversity value and offer the opportunity for green corridors within the site adding to the environmental quality of future development.

Heritage - The Grade II Registered Park and Garden and associated listed buildings lie immediately to the east of the site. Notwithstanding the presence of the A1(M) these designated heritage assets have a high level of landmark importance and the design and layout of any development would need to incorporate appropriate mitigation measures to address this. The impact of development on the conservation areas is not likely to be significant due to the separation distance (Goldsborough) or intervening topography (Coneythorpe). The archaeological potential of the site would need to be addressed through a programme of evaluation but, depending on the significance of findings, could possibly be either preserved in-situ or recorded.

Constraints and Opportunities 5

Minerals - the site is located in a Minerals Safeguarding Area for sand and gravel and information from the Minerals Authority (NYCC) indicates that the mineral maybe of commercial significance. Further detail on the quantity and quality of the mineral on site is required to determine whether mineral extraction would be viable. Should viability of extraction be proven there would be the potential for the mineral to be worked as part of a phased delivery of the development and utilised on-site.

Economy

Existing employment opportunities are available in Knaresborough, which could be accessed by sustainable transport modes. Employment opportunities within a new settlement would be available within the local centre, which as currently proposed includes a hotel/leisure development. To the south of the site, beyond the A59, there is a site allocated for employment in the Draft Local Plan (and subject to an outline planning application for a business park), which is being promoted by a different development company. The volume of traffic on the A59 is currently a constraint to pedestrian crossing.

Until the local centre is developed, residents of the new settlement will be reliant on accessing services and facilities to meet day to day needs in Knaresborough.

Deliverability

The majority of the site is being actively promoted by a single developer as either the landowner or with an option agreement to develop with the landowner of the remaining land. That part of the site to the south of the A59 is not in the control of the development promoter.

Green Hammerton/Kirk Hammerton/Cattal (GH11)

Connectivity and Accessibility

Rail - the site benefits from two operational stations within walking distance of the whole site offering choice.

Bus - existing services operate in vicinity of the site providing a frequent service on a daily basis. The scale of development provides the potential for these to be improved/extended into the site.

Walking and cycling - the topography of the site would lend itself to walking and cycling.

Road - the site can connect into the strategic road network (A59) but would require major junction improvements to access the A59. The A59 bisects the site creating severance for movements, particularly walking, north-south within the site and accessing services in Green Hammerton. The developers promoting the site have proposed the re-alignment of the A59 to the south of the site, which would allow for greater integration of movement across the whole development site.

Landscape and Environment

Landscape character - development would result in the loss of Grade 2 agricultural land (67% of the site is Grade 2). A greater number of existing settlements immediately adjoin the site boundaries so there is greater potential for settlement coalescence: separation would need to be retained and reinforced through appropriate design and landscaping. Consideration

5 Constraints and Opportunities

would also need to be given to how individual properties within the site were dealt with. Development of a new settlement would result in significant change in the wider landscape but integration of development in the long term could be assisted by structure planting.

Ecology - features within the site have biodiversity value and retention and enhancement offers the opportunity to create green corridors and add to the environmental quality of future development. There may be the potential for adverse impacts on Aubert Ings SSSI (which is an open access site) resulting from the increased recreational pressure from the new settlement unless generous green infrastructure provision is provided on site to mitigate for this.

Heritage - development of the site has the potential to impact on the setting of listed buildings within or in close proximity to the site and to affect the approach to Green Hammerton and Kirk Hammerton. The design and layout of the development could mitigate the harm through incorporation of appropriate mitigation measures. The unrecorded archaeological potential of the site would need to be addressed through a programme of field evaluation, development design and where impacts were unavoidable a programme of investigation, recording and public dissemination of results.

Economy

Existing employment opportunities are available in Knaresborough, which could be accessed by sustainable transport modes. Proximity of the site to the Leeds-Harrogate-York rail line and access to stations on the line also enables employment opportunities further afield to be accessed via sustainable transport modes. Development would partly result in the loss of the horticultural nursery from this location although there is the potential for it to be re-located to other land in the vicinity of site GH11 within the same ownership. On-site employment opportunities would be available within the local centre.

Until the local centre is developed, residents of the new settlement will have access to services and facilities to meet day to day needs in nearby settlements, particularly Green Hammerton and Kirk Hammerton.

Deliverability

The site is in multiple land ownerships but is being promoted by a single developer. The development promoter has undertaken a land assembly exercise and has agreements to develop with the landowners (part of the site is subject to a non-exclusivity arrangement). Part of the site identified in the draft Local Plan is not currently within the control of the development promoter.

Kirk Deighton (OC5)

Connectivity and Accessibility

Rail - the site does not have the benefit of proximity to a rail station.

Bus - existing services operate in vicinity of the site and the scale of development provides the potential for these to be improved/extended into the site.

Walking and cycling - the topography of the site would lend itself to walking and cycling.

Constraints and Opportunities 5

Road - no significant road infrastructure is required to access the site. The proximity of the site to the A1(M) is likely to give rise to noise and air quality issues. The impacts of this cannot be determined without a more detailed assessment but potentially may result in a reduced developable site area.

Landscape and Environment

Landscape character - development would result in the loss of Grade 2 agricultural land (92% of the site is Grade 2). Of the four new settlement locations, this site would result in the least amount of Grade 2 land developed. However, the potential dwelling yield from the site is less than the other site locations. Therefore, this would only be a positive benefit if compensatory development in other locations was on land of lesser agricultural value. The open landscape means the site would be highly visible from the surrounding road network but this could be mitigated through appropriate layout and screening.

Ecology - the proximity of the site to Kirk Deighton SAC may require an assessment as to whether any increase in traffic in the vicinity of the site was significant and, if so, the impact this might have on the designated site would need to be determined. Although the site is predominantly arable it includes a number of potentially important habitats (woodland, trees, hedgerows, stream) which should be protected, buffered, inter-connected and enhanced as part of any development.

Heritage - there are no listed buildings within or immediately adjoining the site. The potential harm to the setting of listed buildings and conservation areas in the surrounding area, could be mitigated through incorporation of appropriate mitigation measures in the design and layout of the development.

Economy

Existing employment opportunities are available in Wetherby, which could be accessed by sustainable transport modes. As currently proposed the development of on-site employment opportunities would be available not only within the local centre but also through the provision of 13.5ha of employment land.

Until the local centre is developed, residents of the new settlement will be reliant on accessing services and facilities to meet day to day needs in Wetherby.

Deliverability

The site is being actively promoted by a single developer with an option agreement with the landowners to develop.

6 Comparative Analysis

6 Comparative Analysis

- 6.1** The approach to assessing the potential new settlement locations has been to use the NPPF as a starting point in drawing out the key issues to be considered in identifying a suitable location for a new settlement. These are set out below.

Avoid areas where development should be restricted

- 6.2** The NPPF sets out those areas where development should be restricted. This includes protected sites such as Sites of Special Scientific Interest (SSSI), Green Belt, designated heritage assets and areas at risk of flooding. Planning is also expected to contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, minimising impacts on biodiversity and conserving heritage assets, with an expectation that new development will not harm these or their setting.
- 6.3** No potential location is likely to be free of potential development constraints or landscape/visual impact, and there is likely to be some 'harm' to the environment which will need to be considered against the potential social and economic benefits of the development proposed. Constraints and environmental impact can be addressed, in part, through careful masterplanning and appropriate mitigation.

Access to services

- 6.4** A new settlement needs to be of sufficient size to support everyday services such as shops, education and healthcare provision. However, there is also a need to consider how a new settlement might fit with existing settlements within an area in terms of proximity to them, services they offer and the ability to access these using sustainable modes of travel. A new settlement does not have to be fully self-contained if it has good road and rail links and sustainable transport.

Sustainable transport

- 6.5** A core principle of planning is to manage patterns of growth to make the fullest possible use of public transport, walking and cycling and focus significant development in locations which are, or can be made, sustainable. It is important to assess locations as to whether they are served by (or are capable of being served by) high quality and frequent public transport services which link it to higher order centres for a wider range of employment and services.

Deliverability

- 6.6** Deliverability is enshrined in the NPPF and in respect of a new settlement would be expected to be particularly complex. It is important to identify, therefore, whether there are any showstoppers in respect of land ownership and infrastructure provision which could influence the cost and timing/phasing of development. This is particularly important as the new settlement would be a significant proportion of the dwelling requirements in the mid-late part of the plan period.

Assessment Criteria

- 6.7** The issues above together with the council's objectives for a new settlement (see section 3), have been used to develop a number of high level criteria against which each of the potential new settlement locations has been assessed in a consistent manner.
- 6.8** It is recognised that there will be a need for much more detailed consideration and assessment of landscape, ecology, heritage and infrastructure issues in respect of the preferred option and how these might influence the site's development as it is brought forward and moves towards the submission of a planning application and beyond.
- 6.9** Figure 6.1 below sets out the criteria against which the new settlement locations have been assessed and Figure 6.2 the comparative assessment of the locations.

6 Comparative Analysis

Criteria Against which New Settlement Locations Assessed											
	Growth strategy		Environmental Quality			Accessibility Public transport	Physical Limitations	Impact on Existing Communities	Economy		Deliverability
	Landscapes	Ecology	Heritage	Noise/Air quality and contamination	Services				Employment		
	How the location fits with the Draft Local Plan growth strategy	How the location has been assessed in the landscape, ecology and heritage assessments	Whether the site is subject to noise pollution, air quality issues	Existing access to range of sustainable public transport services or relatively easy to establish	No or very limited physical limitations to development	Development would have an acceptable impact	Opportunity for range of local services supported by existing services in nearby locations	Job opportunities provided within development or potential to access existing jobs	Land available and within control of single promoter		
More positive/favourable	Aligned with preferred growth strategy in Draft Local Plan	There are no identified constraints/harm from development	Whether the site is subject to noise pollution, air quality issues	Existing access to range of sustainable public transport services is limited or likely to require significant new infrastructure to expand available range	Some physical limitations which require mitigation	Development would require mitigation for an acceptable impact	Opportunity for range of local services within development but limited availability of existing services	Development cannot support job opportunities within development but can access them locally	Multiple land ownerships with limited evidence of development commitment		
Less positive/unfavourable	Does not align with preferred growth strategy in Draft Local Plan but in location that is, or can be made, sustainable through development	There are identified constraints/significant harm from development but these are capable of mitigation	Whether the site is subject to noise pollution, air quality issues	Limited potential to integrate with existing or establish new sustainable public transport	Physical limitations which would be difficult to mitigate or would require significant time and investment	Development would have a detrimental impact	No opportunity for range of local services within development	Development cannot support job opportunities within development or not able to access enough local jobs			

Figure 6.1 New Settlement Location Assessment Criteria

Comparative Analysis 6

	Maltkiln (CA5)	Flaxby (FX3)	Green Hammerton (GH11)	Deighton Grange (OC5)	Assessment Comparison
Growth strategy	Fit with Local Plan growth strategy				All sites, except OC5, are within a public transport corridor identified in the Draft Local Plan growth strategy.
	Scope for future expansion				Sites CA5 and GH11 have the potential for growth beyond identified site boundaries.
Environmental Quality	Landscapes	<ul style="list-style-type: none"> Loss of 132ha Grade 2 agricultural land Integration into landscape through structure planting 	<ul style="list-style-type: none"> Loss of 112ha Grade 2 agricultural land Integration into landscape through structure planting 	<ul style="list-style-type: none"> Loss of 102ha Grade 2 agricultural land Integration through layout and landscape screening 	<p>The scale of development proposed means that development will create significant change in the character of the landscape in all cases.</p> <p>All sites will result in the loss of Grade 2 agricultural land but proportionately, FX3 would result in the largest take of Grade 2 land.</p> <p>Sites FX3 and GH11 have the greatest risk of impact on existing settlements (due to proximity).</p>
	Ecology	<ul style="list-style-type: none"> No statutory designations Potential adverse impact on SSSI to south Opportunity to retain and enhance existing site features to create green corridors within site 	<ul style="list-style-type: none"> No statutory designations Potential adverse impact on SSSI to south Opportunity to retain and enhance existing site features to create green corridors within site 	<ul style="list-style-type: none"> TPOs within site Potential adverse impact on SAC to south west Opportunity to retain and enhance existing site features to create green corridors within site 	<p>TPOs affect sites FX3 and OC5 but there are no other statutory designations covering any of the sites. All sites contain features of ecological value although mitigation should be possible. OC5 may impact on Kirk Deighton SAC but without further assessment this is uncertain.</p> <p>Provision of green infrastructure in sites CA5 and GH11 should mitigate potential impacts on the SSSI.</p>
	Heritage	<ul style="list-style-type: none"> Heritage assets within or immediately adjoining site 	<ul style="list-style-type: none"> Heritage assets within or immediately adjoining site 	<ul style="list-style-type: none"> Heritage assets within or immediately adjoining site 	<ul style="list-style-type: none"> Heritage assets in area surrounding the site
Accessibility	Noise/Air Quality	<ul style="list-style-type: none"> Noise (and possibly air) quality issues 		<ul style="list-style-type: none"> Noise (and possibly air) quality issues 	<p>All sites are likely to be impacted by noise from road traffic to some degree. Proximity of A1(M) is likely to result in this being a more significant issue for sites FX3 and OC5. CA5, GH11 and part of FX3 may also be affected by noise from the rail line.</p>
	Public Transport	<ul style="list-style-type: none"> Rail station centrally located within site Existing bus services could be extended 	<ul style="list-style-type: none"> No rail station Existing bus services could be extended 	<ul style="list-style-type: none"> No rail station Existing bus services could be extended 	<p>All sites are within close proximity of existing bus services and should have the critical mass of population required to support frequency improvements and service extension to serve the site. CA5 and GH11 have additional benefit of access to rail stations within or immediately adjoining the sites.</p>

6 Comparative Analysis

	Maitkilin (CA5)	Flaxby (FX3)	Green Hammerton (GH11)	Deighton Grange (OC5)	Assessment Comparison
Physical Limitations	<ul style="list-style-type: none"> Improvement works to J47 A1(M) required Junction improvements with A59 Rail line limits north/south movement Potential to close level crossing and construct new road bridge over rail line 	<ul style="list-style-type: none"> Improvement works to J47 A1(M) required Existing junction with A59 	<ul style="list-style-type: none"> Improvement works to J47 A1(M) required Junction improvements with A59 A59 limits north/south movement Potential to realign A59 to south 	<ul style="list-style-type: none"> No significant road infrastructure to access site 	<p>All sites are considered to have some form of physical limitation that would require mitigation. Most significant limitations are in respect of sites FX3, GH11 and CA5 with major improvements to A1(M) J47 required to accommodate future traffic levels and growth.</p> <p>OC5 does not require significant transport infrastructure investment.</p> <p>CA5 is dissected by rail line which may make integration of north/south movement more difficult to effectively achieve. Similarly, GH11 is dissected by A59 although realignment of the road is proposed.</p> <p>FX3 and GH11 would have the greatest impact on existing settlements. This should be manageable through use of green buffers/open space to retain identity of existing settlements.</p>
Impact on Existing Communities	<ul style="list-style-type: none"> Potential impact on existing settlements (nearest settlement 0.3km) 	<ul style="list-style-type: none"> Potential impact on Flaxby 	<ul style="list-style-type: none"> Potential impact on Green Hammerton & Kirk Hammerton 		
Service availability	<ul style="list-style-type: none"> Local centre with mix of uses proposed Existing services/facilities in Kirk Hammerton & Green Hammerton 	<ul style="list-style-type: none"> Local centre with mix of uses proposed 	<ul style="list-style-type: none"> Local centre with mix of uses proposed Existing services/facilities in Kirk Hammerton & Green Hammerton 	<ul style="list-style-type: none"> Local centre with mix of uses proposed 	<p>All sites have the potential to deliver opportunities to meet the day to day needs of the settlement. GH11 and CA5 can also take advantage of existing services in Green Hammerton and Kirk Hammerton, which would be an advantage in the early days of the development.</p>
Economy	<ul style="list-style-type: none"> B1 Employment area within site Loss of existing employer from this location (would be relocated) 	<ul style="list-style-type: none"> Adjacent draft employment allocation 	<ul style="list-style-type: none"> Loss of existing employer from this location (would be relocated) 	<ul style="list-style-type: none"> B1/B8 employment area within site 	<p>All sites have potential to access existing local employment opportunities but will be dependent on improvements to public transport services to deliver sustainable commuting. CA5 and GH11 benefit from access to rail services which would enable longer distance sustainable commuting. CA5 and OC5 potential to provide employment as part of the development. FX3 is within proximity of draft employment allocation FX4 (in control of different site promoter).</p>
Deliverability	<ul style="list-style-type: none"> Multiple land ownerships Single development promoter with agreements to develop on majority of land Part of site not in control of development promoter 	<ul style="list-style-type: none"> Multiple land ownerships Single development promoter ((landowner) with agreement to develop Land south of A59 not in control of development promoter 	<ul style="list-style-type: none"> Multiple land ownerships Single development promoter with agreements to develop on majority of land Part of site not in control of development promoter 	<ul style="list-style-type: none"> Single land owner Single development promoter with agreement to develop 	<p>For all sites all, or majority, of the land has been identified as being available for development. Sites CA5, FX3 and GH11 involve multiple land ownerships.</p>

Figure 6.2 New Settlement Location Comparative Assessment

7 Conclusion

- 7.1** The proposals, as submitted by the site promoters, range from between 1,500 and 3,000 dwellings and all include an element of employment, education, open spaces and community facilities. They, therefore, have the potential to provide the necessary local services to meet the day to day needs of residents.
- 7.2** Notwithstanding that site OC5 was assessed positively against several of the assessment criteria, it does lie outside any of the key public transport corridors identified in the draft Local Plan and, as it does not fit with the preferred growth strategy, it is concluded that it should not be taken forward for allocation.
- 7.3** Of the remaining three sites, they all share similar constraints in terms of landscape, ecological and heritage impacts and the need to upgrade physical infrastructure (Junction 47, A1M) and utilities). However, the comparative assessment has not identified these to be showstoppers and the assessment indicates that these should be capable of site specific mitigation, although this may be more challenging for some sites.
- 7.4** Maximising public transport use is one of the council's objectives for the new settlement and sites CA5 and GH11 are best placed to achieve this with direct access to train stations. Whilst the promoters of site FX3 have indicated that provision of a new station is possible there is no evidence that this could be delivered during the plan period, if at all. Sites CA5 and GH11 also offer a greater opportunity to grow in the longer term, beyond the current plan period and, therefore, have more potential to support a wider range of services and jobs whereas site FX3 is more restricted by virtue of its proximity to the A1(M) and Knaresborough to the west.
- 7.5** Sites CA5 and GH11 share many similarities. This is due largely to their close proximity to one another: indeed an area of land to the east of Station Road between the A59 and the rail line is included within the boundaries of both sites. However, the larger part of site GH11 is within reasonable walking distance (800m) of the services and facilities available in Green Hammerton (school, shop, GP) than is the case with site CA5, where only the very eastern edge of the site is within reasonable walking distance of the services and facilities in Kirk Hammerton (school). Accessibility to services that can meet the day to day needs of residents, and by sustainable modes, in the early stages of the development is considered to be a distinct advantage of site GH11.
- 7.6** On balance, it is concluded that site GH11 should be the preferred option for a new settlement location for inclusion in the Publication version of the Harrogate District Local Plan.

