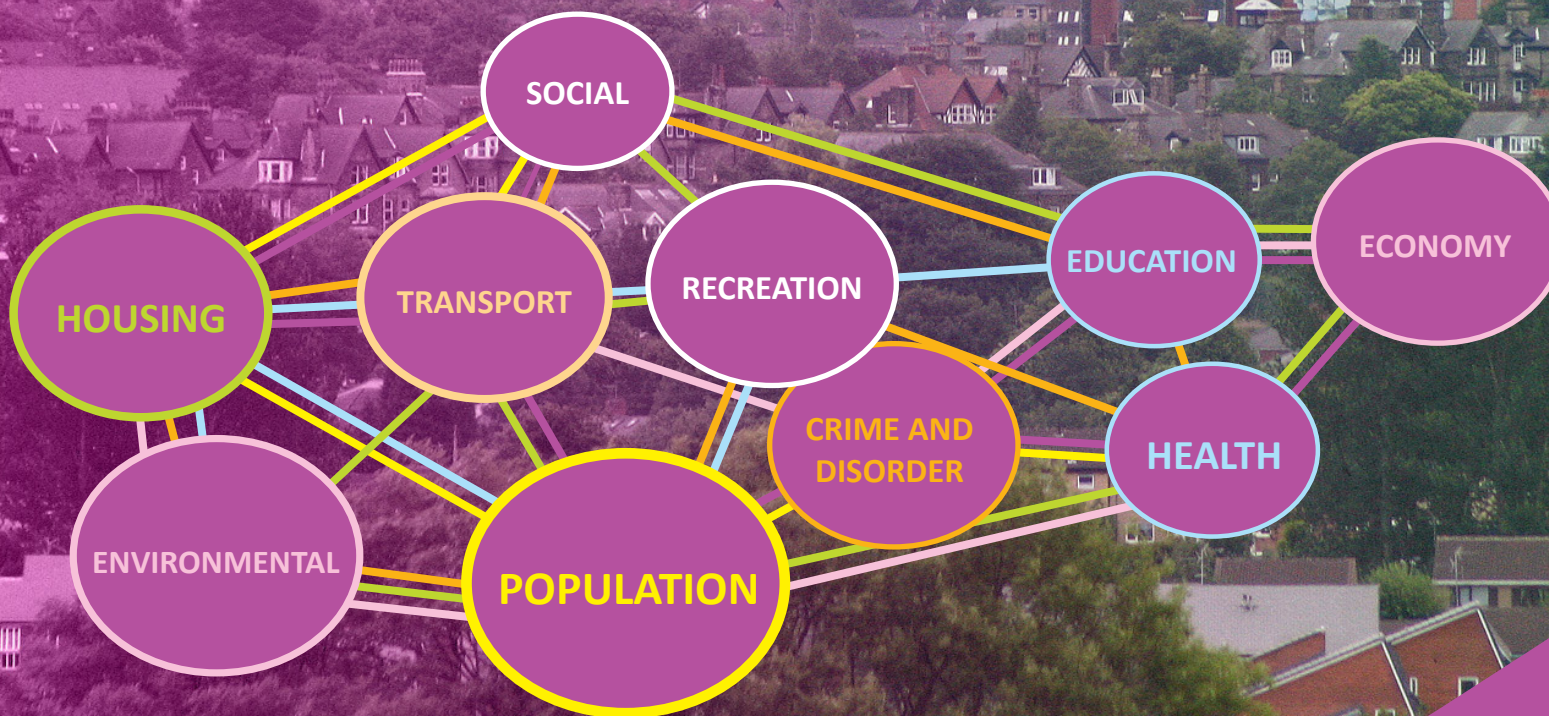


SUSTAINABILITY APPRAISAL (SA)

Addendum 2: Broad Locations of Growth July 2019



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Non Technical Summary

1 Non Technical Summary

1.1 This addendum to the Sustainability Appraisal (SA) ⁽¹⁾ documents additional SA work undertaken following a request from the Inspector appointed to carry out the examination of the Harrogate District Local Plan. The Inspector considered it sensible for the SA to assess broad locations around each of the proposed potential new settlement sites that had been considered by the Council in preparing the Local Plan.

1.2 By way of background the addendum provides a chronological review of the SA work undertaken in respect of the new settlement options up to the point that the Inspector requested further work.

Approach to defining and assessing broad locations for growth

1.3 Broad locations were defined around the new settlement options based on known available land. Alongside the broad location for growth identified at Hammerton/Cattal, three additional broad locations were identified. These are:

- Flaxby (OC16),
- Dishforth Airfield (OC18)
- Deighton Grange, near Wetherby (OC19).

1.4 An assessment of how the broad locations performs against the 16 objectives included in the SA framework has been undertaken, using the same method of assessment as that used to assess local plan draft allocations/broad location for growth. Further information and guidance on the ratings used in the assessment is included in the Rationale for Site Assessments in Appendix 1. Mitigation measures are set out in this addendum.

1.5 Informal consultation was undertaken with key interested parties. Comments made have been considered by the Council and have informed the preparation of the addendum. The Council submitted the comments received to the informal consultation, together with a summary of the Council's response to the matters raised to the Inspector alongside the SA addendum.

Assessments of the broad locations for growth

1.6 A summary commentary is provided for each broad location, alongside the identification of potential mitigation. To enable comparison of the ratings for the broad locations against the SA framework a summary table of the ratings has been produced and commentary provided on how well the broad locations for growth achieve the 16 sustainability objectives.

1.7 Whilst the broad locations all produced a red score against one or more sustainability criteria, it should be acknowledged that any new development would have negative impacts mainly through development scale and the impact that scale has on, for example, the surrounding landscape or existing settlement. A number of key points of difference were however identified in relation to:

- location, where there are good public transport routes bringing associated long term positive effects achieved in relation to transport, climate change and local needs bet locally.
- site size and the ability to deliver a minimum of 3000 dwellings as required by Local Plan policy DM4.
- effective place making

Conclusions

1.8 In conclusion it is considered that:

- OC12 should be selected as the preferred Broad Location for growth. It sits within the key public transport corridor and offers the added advantage of having two operational rail stations. The area of land promoted offers significant scope to define the optimum boundary and deliver effective place making, alongside delivery of necessary infrastructure.
- OC16 should not be selected as it does not offer the same locational advantages as OC12. It is currently not served by a key bus service (albeit it is considered that there is scope to extend existing services), it does not have an operational rail station nor any surety that one can be provided and the extent of available land makes effective place making more difficult.
- OC18 should not be selected as it does not fit with the identified public transport corridor, and would deliver a limited amount of development within the Plan period.
- OC19 should not be selected as it is not of sufficient scale to deliver the minimum number of homes needed to meet policy DM4 and is not a best fit with the identified public transport corridor.

¹ Further information on the assessment process can be viewed at <https://www.harrogate.gov.uk/localplan>

Main Report

1 Additional Sustainability Appraisal work in relation to broad locations for growth

Introduction

- 1.1** This addendum to the Sustainability Appraisal (SA) has been undertaken following a request from the Inspector appointed to carry out the Examination of the Harrogate District Local Plan.
- 1.2** The remainder of this section of the Addendum sets out:
- a chronological review of work undertaken in respect of new settlement options up to the point that the Inspector requested further SA work
 - the approach to defining the relevant broad locations for the assessment requested by the Inspector
 - the approach to the assessment and scoring mechanism including mitigation
 - the approach to consultation
- 1.3** The remainder of the report includes:
- Chapter 2: Assessments of the broad locations
 - Chapter 3: Assessment summaries showing how the broad locations compare
 - Chapter 4: Conclusions. This provides a commentary on how well the broad locations achieve the SA objectives, and includes cumulative impacts and predicted effects.
 - Appendix 1: SA assessment rationale

Background

- 1.4** In response to a Call for Sites in 2014 and the Issues and Options consultation in 2015, a number of sites were put forward by landowners and/or site promoters which had the potential to deliver large scale housing growth and associated facilities required to support that scale of growth. These were:
- CA4: Land at Cattal
 - DF7: Dishforth Airfield
 - FX3: Land at Flaxby
 - GH11/GH12: Land at Green Hammerton

- KB5: Land at Kirby Hill
- OC5: Land at Deighton Grange Farm, near Kirk Deighton

- 1.5** Following consideration of the results of the SA undertaken in 2016, the list of sites was refined down to two in the Draft SA that accompanied the Harrogate District Local Plan 2016. KB5 had not been promoted since the Issues and Options stage of plan making and therefore was not included in the assessment of alternatives as being an option that was still reasonable. ⁽²⁾DF7 and OC5 were discounted because they were not in a public transport corridor and did not fit the growth strategy. CA4 was discounted as the size of site being promoted would only deliver in the region of 1000 homes, below the threshold for the number of dwellings the council envisaged a new settlement delivering. ⁽³⁾
- 1.6** Consequently, the Draft SA Report 2016 included two potential options for a new settlement, one at Flaxby (FX3) and one at Green Hammerton (GH11). Both of these were to the east of Knaresborough, within the public transport corridor. These were identified for the purposes of consultation, with only one proposed to be taken forward.
- 1.7** At the Draft Local Plan stage, two additional sites (CA5 and OC11) were promoted to the Council. Whilst OC11 sat within the public transport corridor, the scale of the land being promoted would not deliver the quantum of homes the council envisaged a new settlement delivering. Accordingly OC11 was discounted. ⁽⁴⁾
- 1.8** Sites CA5, FX3 and GH11 lie within the public transport corridor to the east of Knaresborough. However, maximising public transport is one of the council's objectives for the new settlement and sites CA5 and GH11 were best placed to achieve this with direct access to train stations. Whilst the promoters of site FX3 indicated that provision of a new station was possible there was no evidence that this could be delivered during the plan period, if at all. Sites CA5 and GH11 also offered a greater opportunity to grow in the longer term, beyond the current plan period and, therefore, had more potential to support a wider range of services and jobs whereas site FX3 was more restricted by virtue of its proximity to the A1(M) and Knaresborough to the west. For these reasons FX3 was discounted in 2017. ⁽⁵⁾
- 1.9** Sites CA5 and GH11 shared many similarities, indeed part of the sites areas overlap. Accessibility to services that can meet the day to day needs of residents, and by sustainable modes, in the early stages of the development was considered to be an advantage of GH11. On balance, it was initially concluded that site GH11 should be the preferred site for a new settlement. ⁽⁶⁾However, following the Additional Sites Consultation, having reviewed all the very latest evidence (including additional material

² See the following documents which can be viewed at www.harrogate.gov.uk/sa

³ See the following document at www.harrogate.gov.uk/sa

⁴ This land has not subsequently been promoted further

⁵ See the following document at www.harrogate.gov.uk/sa

⁶ This document can be viewed at www.harrogate.gov.uk/sa

provided by the various site promoters) alongside wider consultation feedback, the Council considered that the optimum approach to ensure the best possible place making solution for the future would be to continue to focus on the Green Hammerton area but introduce additional flexibility to consider what the optimum boundary should be for a new settlement by bringing in land at Cattal (Malkin) to create a broad location for growth.⁽⁷⁾ This was the proposal that was taken forward in the Publication (reg 19) version of the Plan.

- 1.10** Following the examination hearing sessions in January/February 2019 the Inspector wrote to the Council on 11th March 2019 setting out his initial thoughts, which suggested that additional SA work in relation to alternative broad locations for growth should be undertaken.

Approach to defining and assessing broad locations for growth

- 1.11** The broad location at Hammerton/Cattal was based on known available land on the grounds of deliverability and the same approach has been applied to the consideration of further broad locations for growth. As deliverability is a key test, identifying land that is known to be available is considered to be a reasonable approach.

- 1.12** Following receipt of the the Inspector's letter, in March 2019, the Council wrote to site promoters/landowners of the new settlement options and others within the vicinity of them in order to confirm land availability. In instances where there was no land available that could constitute a 'broad location' further assessment has not been undertaken. As a result of this exercise additional land was presented for assessment and the following broad locations have been defined:

- OC12 Green Hammerton/Cattal broad location for growth: as previously defined
- OC16 Flaxby broad location for growth: Significantly expanded as a result of new land being promoted to the Council as being available for development. A further small area has been put forward following informal consultation with interested parties.
- OC18 Dishforth broad location for growth: additional land has been identified; part of the MOD land holdings. A further small area has been put forward following informal consultation with interested parties.
- OC19 Land at Deighton Grange: A small area of additional land has been included

- 1.13** The extent of each of the broad locations is shown on a map which is followed by an assessment of how each performs against the 16 objectives included in the SA framework. The method of assessment is the same as that used to assess local plan draft allocations/Broad location for growth and has been consulted upon as part of the local plan process.⁽⁸⁾ The Assessment Rationale is included in Appendix 1 together with guidance notes to explain how the scoring has been applied.

- 1.14** Mitigation measures are set out in the SA. Specifically in relation to site allocations and the assessment of broad locations, this identifies key mitigation requirements for each site/broad location. For individual site allocations this was translated into site requirements accompanying each draft allocation in the Local Plan. For the broad location this is addressed through policy DM4 and master planning for the site as part of the New Settlement DPD. The additional SA work is looking at broad locations within which a boundary for a new settlement would be drawn. Whilst there are three planning applications pending consideration these relate to specific parcels of land within the broad locations and the technical information or mitigation submitted with the planning applications have not been factored into this high level assessment.

Consultation

- 1.15** Prior to submitting this additional work to the Inspector the Council undertook a targeted consultation with key interested parties for a period of three weeks from 8 May to 30 May 2019. Those interested parties consulted were:

- Keep the Hammertons Green
- Chris Webster (landowner within OC16)
- GSC Grays (representing a landowner within OC16)
- Strutt & Parker (representing a landowner within OC16)
- Lister Haigh (representing a landowner within OC16)
- Windsor Court Properties (representing a landowner within OC16)
- Addison Planning (representing a landowner within OC16)
- Savills (Representing Flaxby Park Ltd)
- Gladmans (promoting land at OC11)
- Ministry of Defence (promoting land at OC18)
- Barton Wilmore (representing Oakgate)
- Lichfields (representing CEG)

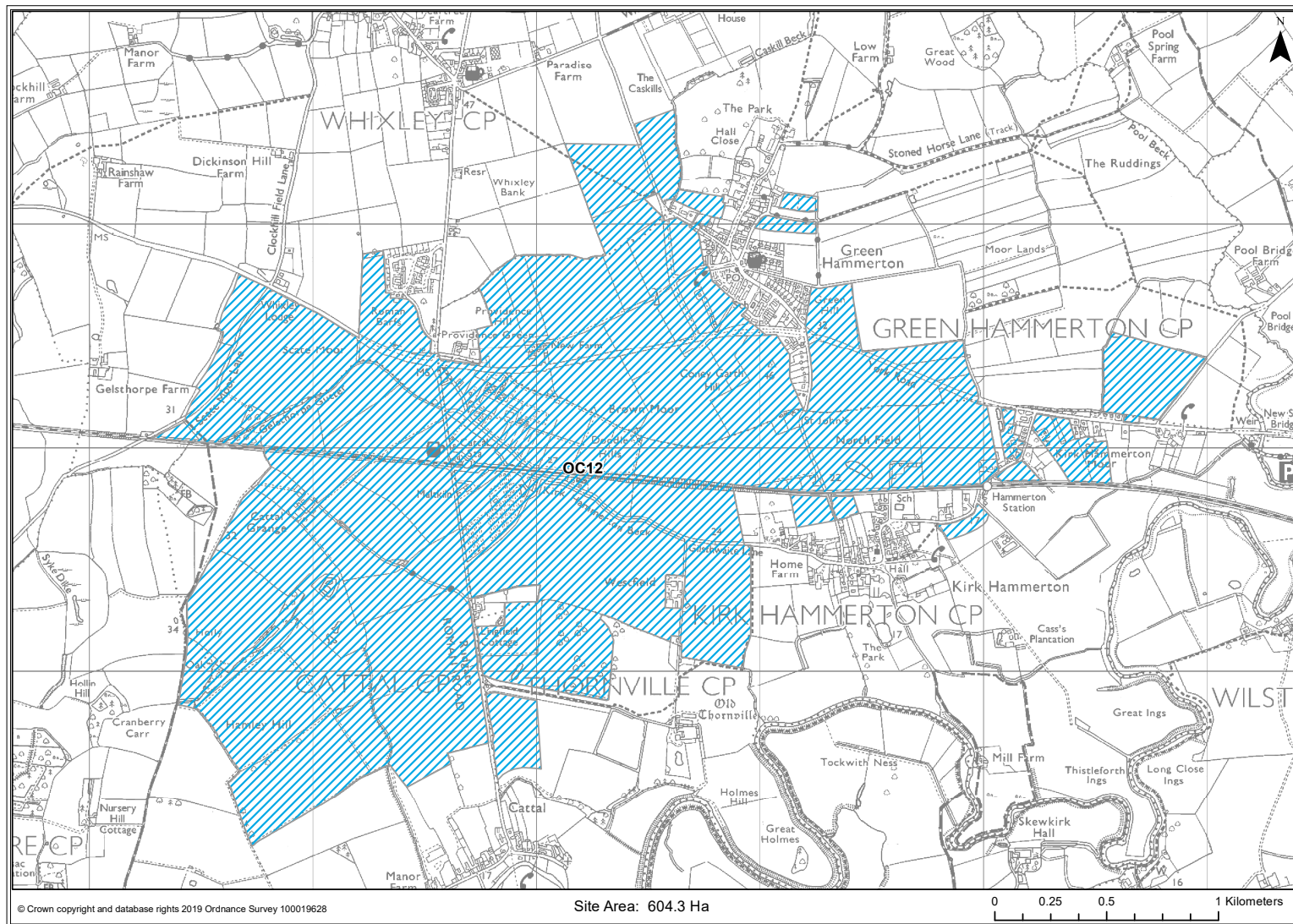
- 1.16** In addition comments were received from Holmes Planning on behalf of various landowners within OC16 and OC18.

- 1.17** Comments made have been considered by the Council and have informed the preparation of the addendum. As a result of the informal consultation a number of changes were made to the SA Addendum. The Council submitted the comments received to the informal consultation, together with a summary of the Council's response to the matters raised to the Inspector alongside the SA Addendum.

- 1.18** The SA Addendum will now be the subject of public consultation, alongside the Council's Proposed Modifications to the Local Plan.

⁷ See the following document at <https://www.harrogate.gov.uk/newsettlementdpd>
⁸ Further information on the assessment process can be viewed at <https://www.harrogate.gov.uk/localplan>

2 Assessments of broad locations for growth

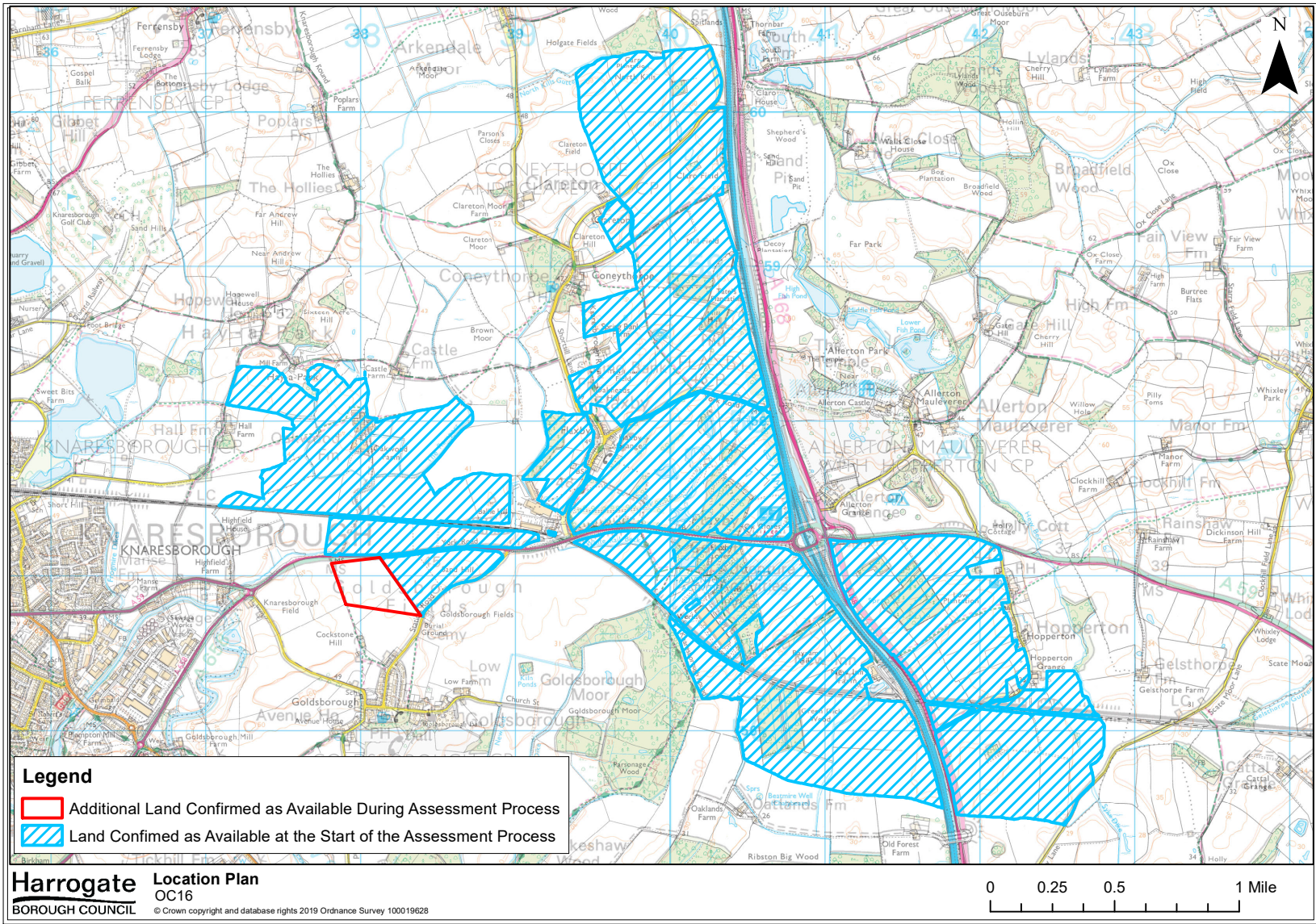


Map 2.1 Broad Location for Growth Green Hammerton/ Cattal

| Site Ref: OC12: Broad Location for Growth at Green Hammerton/Cattal | | | | | | | | |
|---|---------|----|----|----|---|----|----|--|
| SA objective | Ratings | | | | | | | Analysis |
| 1. Quality housing available to everyone. | DG | LG | | | | | | Site size capable of delivering 30 plus affordable houses. All housing should meet nationally set standards for energy efficiency and sustainability. |
| 2. Conditions and services to engender good health. | DG | | | | | | | Accessible to play area/amenity open space/outdoor sports facility and large enough to accommodate new/play area. |
| 3. Safety and security for people and property. | ? | | | | | | | Dependent on application of design policies and community policing. |
| 4. Vibrant communities that participate in decision making. | DG | DG | | | | | | Provision of affordable housing will help reduce social isolation. Potential for mixed use incorporating community facilities. |
| 5. Culture, leisure and recreation activities available to all. | DG | | | | | | | Can meet recreational needs of the area in addition to its own requirements. |
| 6. Local needs met locally. | R | R | R | LG | R | R | R | Poor accessibility to local services but access to NYCC Secondary School transport service. |
| 7. Education and training opportunities which build on the skills and capacity of the population. | DG | LG | | | | | | Local primary school likely to have spare capacity. Employment may bring opportunities for apprenticeships and training. |
| 8. Biodiversity and importance of the natural environment. | O | DG | DG | LG | ? | R | R | Some potential effects on biodiversity but mitigation should enable development. Need not lead to the loss of woodland or trees/ potential for new woodland creation. Site is large enough to incorporate new natural green space and add to green infrastructure. There are public rights of way within or close to the site. Environment Agency - impacts cannot be predicted at this stage High landscape sensitivity: key distinctive characteristics vulnerable to change. Low landscape capacity: area has limited capacity to accommodate development and few opportunities for mitigation. |
| 9. Minimal pollution levels. | N | O | O | ? | O | O | R | Site is unlikely to contain any contaminated land. Potential to affect achievement of air quality objectives. Some adverse effects on surface water and watercourses - mitigation possible. Yorkshire Water - impacts in relation to waste water and water infrastructure cannot be predicted at this stage. Approximately 1-24% previously developed land. 50% or more is Grade 2 agricultural land. A major road - the A59 and the railway line lie close to the site. |
| 10. A transport network which maximises access whilst minimising detrimental impacts. | O | ? | DG | O | O | LG | | Significant transport/and or accessibility/cumulative impact problems requiring substantial mitigation. Increased public transport provision and extension of services cannot be predicted at this stage. Ability to create new cycle routes. Some pedestrian access issues but mitigation possible. Severance can be overcome. The area offers the opportunity to enhance existing operational rail facilities through improvements to pedestrian access/parking or park and ride/station improvements. |
| 11. Minimise greenhouse gas emissions and a managed response to climate change. | O | na | LG | | | | | Site not within 400m of bus stop (50+ dwellings). 50% or more within Flood Zone 1. |
| 12. Prudent and efficient use of energy and natural resources with minimal production of waste. | R | R | R | | | | | All new development will increase use of primary resources and increase energy and water consumption and waste. Would involve the loss of grade 1,2 or 3 agricultural land. |
| 13. Protect and enhance the historic environment. | R | | | | | | | Likely to result in harm to significance of heritage asset. |
| 14. A quality built environment and efficient land use patterns. | | | | N | R | R | DG | Site is not in a derelict or visually unattractive area. Demolition of buildings would be required. Negative impact on local distinctiveness. |

| Site Ref: OC12: Broad Location for Growth at Green Hammerton/Cattal | | | | | | | |
|--|----|---|--|--|--|--|--|
| | | | | | | | Mixed use can be accommodated. |
| 15. Good quality employment opportunities available to all | DG | ? | | | | | Mixed use scheme including housing and employment land. Public transport provision cannot be predicted at this stage. |
| 16. Conditions for business success, economic growth and investment | LG | | | | | | Provision of employment land as part of a mixed use scheme will encourage investment and support local business expansion. |
| <p>Summary: This option is bisected by the Harrogate Rail line. To the north is the village of Green Hammerton, the A59 and an existing nursery business. To the south are Cattal and Hammerton Stations and to the south west an area of open countryside. The area includes a number of sites previously assessed through the SA process including CA5, GH11 and GH12. Positive social effects occur as within the broad location there is potential to deliver a development to include a significant amount of affordable housing, to be accessible to an existing play area/amenity open space/outdoor sports facilities and also help meet the recreation needs of the area as well as providing new green space adding to green infrastructure. There are two schools within the area of search, both of which have some capacity and which may be able to accommodate needs in the early stages of development. However, it is recognised that development of this scale will require the provision of a new primary school. There is poor accessibility to local services (when measured from the centre of the site) however, the broad location is located close to existing village settlements which provide some local services. These could assist in the very early phases of development to provide for day to day needs of residents. Overtime, a new settlement would be expected to provide new community facilities and local services to meet the local needs of residents. Two operational rail stations are within the broad location, providing access to higher order centres. The scale of development proposed would be sufficient to support improvement of bus services to serve the area alongside enhancement of existing rail facilities. This would realise substantial positive environmental, social and economic benefits. Significant transport/and or accessibility/cumulative impact problems requiring substantial mitigation have been identified but can be addressed through development. Positive effects arise from the ability to create new environments which encourage walking and cycling. Significant adverse effects have been identified in respect of landscape character and the historic environment (see mitigation). Some potential adverse effects have been noted in respect of biodiversity. Negative effects occur from the loss of a greenfield site which is predominantly Grade 2 agricultural land. Provision of employment as part of a mixed use scheme will bring further positive effects and will also encourage investment and support business expansion.</p> | | | | | | | |
| <p>Mitigation: The level of harm in respect of landscape character and historic environment could be reduced through the determination of the preferred boundary, masterplanning of the site to minimise harm to the most sensitive parts of the site and the installation of early landscape mitigation measures to minimise adverse effects. In respect of biodiversity there are opportunities for significant habitat creation and enhancement, in association with provision of green infrastructure in particular Suds, mitigating potential adverse effects. Highway mitigation measures have been identified in respect of the A1(M), junction 47, other highway and transport mitigation measures will depend on the final boundary selected.</p> | | | | | | | |

Table 2.1 Green Hammerton/Cattal broad location for growth

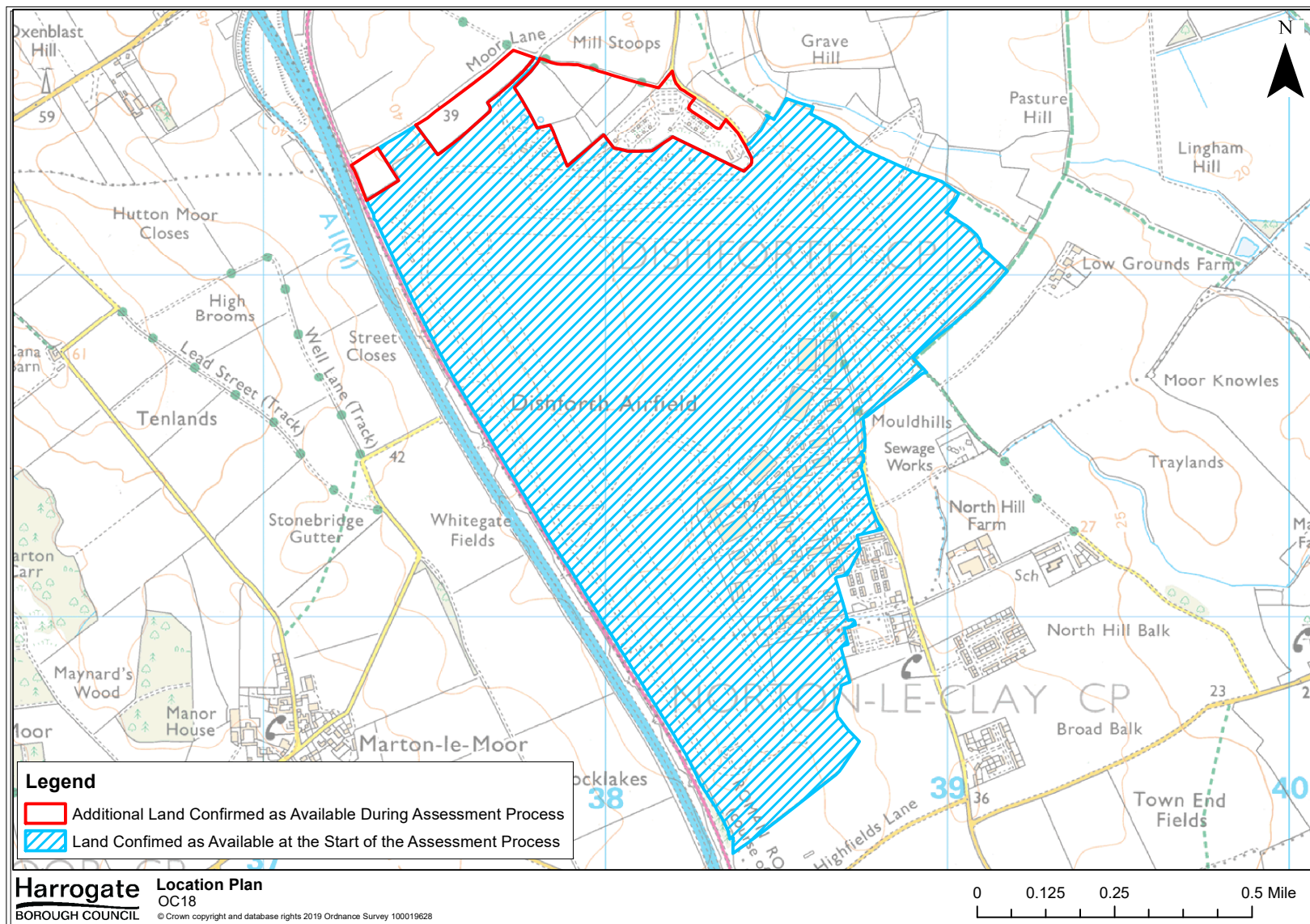


Picture 2.1 Broad Location for Growth at Flaxby

| Site Ref: OC16: Broad Location for Growth at Flaxby | | | | | | | | | | |
|---|---------|----|----|----|---|----|----|----------|--|---|
| SA objective | Ratings | | | | | | | Analysis | | |
| 1. Quality housing available to everyone. | DG | LG | | | | | | | | Site size capable of delivering 30 plus affordable houses. All housing should meet nationally set standards for energy efficiency and sustainability. |
| 2. Conditions and services to engender good health. | DG | | | | | | | | | Accessible to play area/amenity open space/outdoor sports facility and large enough to accommodate new/play area |
| 3. Safety and security for people and property. | ? | | | | | | | | | Dependent on application of design policies and community policing. |
| 4. Vibrant communities that participate in decision making. | DG | DG | R | | | | | | | Provision of affordable housing will help reduce social isolation. Potential for mixed use including community facilities. Adverse impact on local schools. |
| 5. Culture, leisure and recreation activities available to all. | DG | | | | | | | | | Can meet recreational needs of the area in addition to its own requiremen |
| 6. Local needs met locally. | R | R | R | LG | R | R | R | | | Poor accessibility to local services but access to NYCC Secondary School transport service. |
| 7. Education and training opportunities which build on the skills and capacity of the population. | R | LG | | | | | | | | Local primary school at or near capacity and likely to require expansion Employment may bring opportunities for apprenticeships and training. |
| 8. Biodiversity and importance of the natural environment. | O | Y | DG | LG | ? | O | O | | | Some potential adverse effects on biodiversity but mitigation should enable development. Loss of woodland or trees but mitigation possible. The site is large enough to incorporate new natural green space and add to green infrastructure. There are public right of way within or close to the site. Environment Agency - impacts cannot be predicted at this stage. High/medium landscape sensitivity: distinctive characteristics vulnerable to change. Medium/low landscape capacity: not able to accommodate development without detriment to landscape character and visual amenity and mitigation opportunities limited. |
| 9. Minimal pollution levels. | N | O | O | ? | O | O | R | | | Site is unlikely to contain any contaminated land. Potential to affect achievement of air quality objectives. Some adverse effects on surface water and watercourses - mitigation possible. Yorkshire Water - impacts in relation to waste water and water infrastructure cannot be predicted at this stage Approximately 1-24% previously developed land. 50% or more is Grade 2 agricultural land. A major road - the A59 and the railway line lie close to the site. |
| 10. A transport network which maximises access whilst minimising detrimental impacts. | O | ? | LG | O | O | DG | | | | Significant transport problems and/or accessibility/cumulative impact problems requiring substantial mitigation. Increased public transport provision and extension of services cannot be predicted at this stage. Ability to connect to existing cycle routes Some pedestrian access and safety issues but mitigation possible. Severance can be overcome. The location offers the opportunity to provide a new rail station. |
| 11. Minimise greenhouse gas emissions and a managed response to climate change. | O | na | LG | | | | | | | Site not within 400m of bus stop (50+ dwellings). 50% or more of the site is within flood zone 1. |
| 12. Prudent and efficient use of energy and natural resources with minimal production of waste. | R | R | R | | | | | | | All new development will increase use of primary resources and increases energy and water consumption and waste. Would involve the loss of grade 1, 2 or 3 agricultural land. |
| 13. Protect and enhance the historic environment. | R | | | | | | | | | Likely to result in harm to significance of heritage asset. |
| 14. A quality built environment and efficient land use patterns. | na | na | na | N | R | R | DG | | | Site is not in a derelict or visually unattractive area. Demolition of buildings would be required. Negative impact on local distinctiveness. Mixed use can be accommodated. |

| Site Ref: OC16: Broad Location for Growth at Flaxby | | | | | | | |
|--|----|---|--|--|--|--|--|
| 15. Good quality employment opportunities available to all | DG | ? | | | | | Mixed use scheme including housing and employment land. Public transport provision cannot be predicted at this stage. |
| 16. Conditions for business success, economic growth and investment | LG | | | | | | Provision of employment land as part of a mixed use scheme will encourage investment and support local business expansion. |
| <p>Summary: This option is bisected by the Harrogate Rail Line, the A59 and the A1(M). To the north lies the village of Coneythorpe, with Hopperton village to the south east. To the west is Flaxby village and Knaresborough. The area includes a disused golf course, industrial buildings and the former Goldsborough Station. The area includes a number of sites previously assessed through the SA process including FX1, FX2, FX3, FX4 (approved scheme for business park), HP6, HP7, and HP8, alongside new land. Positive social effects occur as within the broad location there is potential to deliver a development to include a significant amount of affordable housing and to help meet the recreation needs of the site as well as providing new green space adding to green infrastructure. The local school is at or near capacity, however, it is recognised that development of this scale will require the provision of a new primary school. There is poor accessibility to local services however the site is large enough to offer the potential for a mixed use settlement that would include new community facilities and local services. Whilst public transport provision is uncertain the scale of development proposed would be sufficient to support improvement of bus services to serve the area. This would realise positive environmental, social and economic benefits. Whilst the broad location includes a disused rails station, the successful re-opening of it is uncertain. Significant transport/and or accessibility/cumulative impact problems requiring substantial mitigation have been identified but can be addressed through development. Positive effects arise from the ability to create new environments which encourage walking and cycling. Significant adverse effects have been identified in respect of the historic environment and adverse impacts on landscape character. Some potential adverse effects have been noted in respect of biodiversity. Negative effects occur from the loss of a mainly greenfield option which includes a significant amount of Grade 2 agricultural land. Positive economic effects are realised by the provision of employment land within the area which will encourage investment and support local business expansion and add to existing and proposed nearby employment opportunities.</p> <p>Note: a small parcel of land was added to this broad location during the assessment process as shown on the map above, and the assessment reviewed in light of its inclusion. This has resulted in no material change to the assessment</p> | | | | | | | |
| <p>Mitigation: The level of harm in respect of landscape character and historic environment could be reduced through the determination of the preferred boundary, masterplanning of the site to minimise harm to the most sensitive parts of the site and the installation of early landscape mitigation measures to minimise adverse effects. There are opportunities for biodiversity enhancement include protecting and buffering existing woodland, supplementing the extensive pond network with Suds wetlands and retaining remaining pockets of semi-improved grassland to mitigate adverse biodiversity impacts. Highway mitigation measures have been identified in respect of the A1(M), junction 47, other highway and transport mitigation measures will depend on the final boundary selected.</p> | | | | | | | |

Table 2.2 Broad Location for Growth at Flaxby

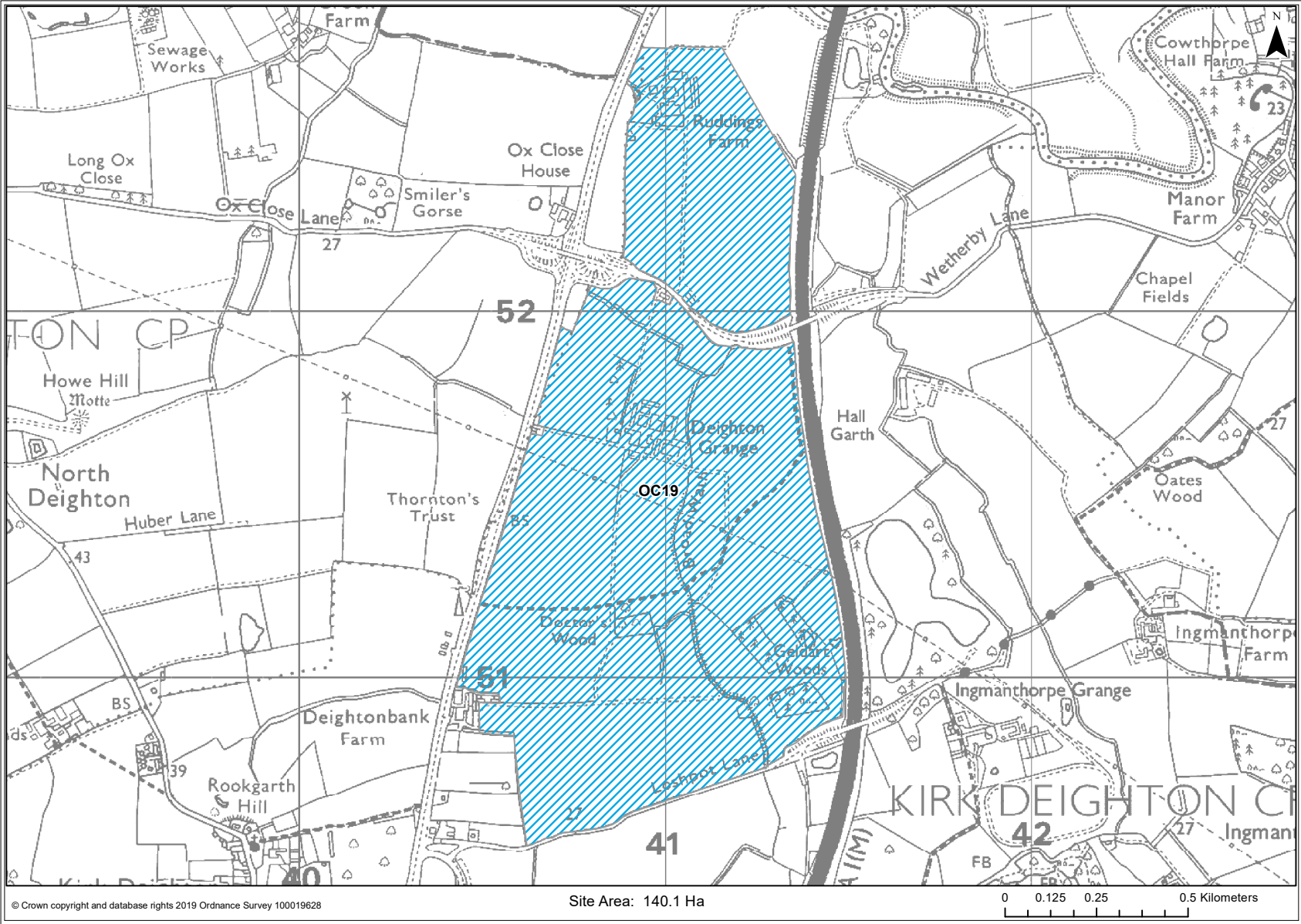


Picture 2.2 Broad Location for Growth at Dishforth

| Site ref: OC18: Broad Location for Growth at Dishforth | | | | | | | | | | |
|---|---------|-----|-----|----|----|---|----|----------|--|---|
| SA objective | Ratings | | | | | | | Analysis | | |
| 1. Quality housing available to everyone. | DG | LG | | | | | | | | Site size capable of delivering 30 plus affordable houses. All housing should meet nationally set standards for energy efficiency and sustainability. |
| 2. Conditions and services to engender good health. | DG | R | | | | | | | | Accessible to play area/amenity open space/outdoor sports facility and large enough to accommodate new/play area.. Development would affect existing or proposed sporting or recreational facility. |
| 3. Safety and security for people and property. | ? | | | | | | | | | Dependent on application of design policies and community policing. |
| 4. Vibrant communities that participate in decision making. | DG | DG | R | | | | | | | Provision of affordable housing will help reduce social isolation. Potential for mixed use including community facilities. Adverse impact on local schools. |
| 5. Culture, leisure and recreation activities available to all. | DG | R | | | | | | | | Can meet recreational needs of the area in addition to its own requirements. Contains features of recreation or amenity value. |
| 6. Local needs met locally. | R | R | R | LG | R | R | R | | | Poor accessibility to local services but access to NYCC Secondary School transport service. |
| 7. Education and training opportunities which build on the skills and capacity of the population. | R | LG | | | | | | | | Dishforth Airfield Community Primary School at or near capacity and likely to require expansion. Employment may bring opportunities for apprenticeships and training. |
| 8. Biodiversity and importance of the natural environment. | O | DG | DG | LG | ? | R | R | | | Some potential adverse effects on biodiversity but mitigation should enable development. Need not lead to the loss of woodland or trees /potential for new woodland creation. Site large enough to incorporate new natural greenspace and add to green infrastructure. There are public rights of way within or close to the site. Environment Agency - impacts cannot be predicted at this stage. High landscape sensitivity - key characteristics vulnerable to change. Low landscape capacity - area has limited capacity to accommodate development and few opportunities for mitigation. |
| 9. Minimal pollution levels. | DG | O | O | ? | DG | N | R | | | Development will result in the clean up of contaminated land. Potential to affect achievement of air quality objectives. Some adverse effects on surface water and watercourses - mitigation possible. Yorkshire Water - impacts in relation to waste water and water infrastructure cannot be predicted at this stage. Land is approximately 75-100% previously development land. Land does not fall within any agricultural classification. Major road A1(M) /A168 lies close to the site. |
| 10. A transport network which maximises access whilst minimising detrimental impacts. | O | ? | O | O | O | N | | | | Significant transport problems requiring substantial mitigation. Increased public transport provision and extension of services cannot be predicted at this stage. Poor connectivity to existing cycle routes. Some pedestrian access and safety issues but mitigation possible. Severance can be overcome Not located near a railway station. |
| 11. Minimise greenhouse gas emissions and a managed response to climate change. | O | n/a | DG | | | | | | | Site not within 400m of bus stop (50+ dwellings). Site is wholly within Flood Zone 1. |
| 12. Prudent and efficient use of energy and natural resources with minimal production of waste. | R | DG | R | | | | | | | All new development will increase use of primary resources and increases energy and water consumption and waste. Would utilise brownfield land as part of development. |
| 13. Protect and enhance the historic environment. | N | | | | | | | | | No Conservation Area, designated or local heritage asset. |
| 14. A quality built environment and efficient land use patterns. | n/a | n/a | n/a | N | R | N | DG | | | Site is not in a derelict or visually unattractive area . Demolition of buildings would be required. Site screened out for Impact on local distinctiveness. Mixed use can be accommodated. |

| Site ref: OC18: Broad Location for Growth at Dishforth | | | | | | |
|---|----|---|--|--|--|--|
| 15. Good quality employment opportunities available to all | DG | ? | | | | Mixed use scheme including housing and employment land. Public transport provision cannot be predicted at this stage. |
| 16. Conditions for business success, economic growth and investment | LG | | | | | Provision of employment land as part of a mixed use scheme will encourage investment and support local business expansion. |
| <p>Summary: This option covers Dishforth Barracks and includes the airfield and associated buildings and structures. The site is to the south of Dishforth village and to the east of the A1(M) and A168. The site includes site DF7 previously assessed through the SA process together with additional land identified by the MOD and an adjacent landowner. Positive social effects occur as within the broad location there is the potential to deliver a development to include a significant amount of affordable housing, to be accessible to an existing play area/amenity open space/outdoor sports facilities and is also large enough to accommodate a new play area as well as providing new green space and adding to green infrastructure. Negative effects result from the potential loss of existing sporting facilities, the school being at or near capacity and likely to require expansion, although it is recognised that development of this scale will require the provision of a new primary school, and poor accessibility to local services. The site has the potential for a mixed use settlement that would include some community facilities and local services. Positive effects arise from the brown field status of this site and the potential to clean up contaminated land. Significant transport and/or accessibility problems requiring substantial mitigation but can be addressed through development but adverse effects arise from the poor accessibility to public transport. Significant negative effects arise from the adverse impact on the landscape where there is limited capacity to accommodate development. Some potential adverse impacts on biodiversity are also noted. Provision of employment as part of the scheme will have positive effects encouraging investment and local business expansion.</p> <p>Note: a small parcel of land was added to this broad location during the assessment process as shown on the map above, and the assessment reviewed in light of its inclusion. This has resulted in no material change to the assessment.</p> <p>Mitigation: There are few opportunities for mitigation of the significant adverse effects on landscape character because of the wide open character of the area; the limited scale of the broad location does not give rise to many opportunities for defining a preferred boundary. Significant green infrastructure would be required with the aim of creating a new high quality landscape. A full ecological and botanical survey required in light of evidence to suggest the broad location contains possibly the largest area of species-rich semi-improved neutral grassland in the District. In terms of highways mitigation, a Transport Assessment to understand the impacts on both the strategic (including Junction 49 of the A1(M)) and local road networks alongside any mitigation measures that may be required.</p> | | | | | | |

Table 2.3 Broad Location for Growth at Dishforth



Map 2.2 Broad Location at Kirk Deighton

| Site Ref: OC19: Broad Location for Growth at Kirk Deighton | | | | | | | | | | |
|---|---------|-----|-----|----|---|---|----|---|----------|---|
| SA objective | Ratings | | | | | | | | Analysis | |
| 1. Quality housing available to everyone. | DG | LG | | | | | | | | Site size capable of delivering 30 plus affordable houses. All housing should meet nationally set standards for energy efficiency and sustainability. |
| 2. Conditions and services to engender good health. | DG | | | | | | | | | Accessible to play area/amenity open space/outdoor sports facility and large enough to accommodate new /play area. |
| 3. Safety and security for people and property. | ? | | | | | | | | | Dependent on application of design policies and community policing. |
| 4. Vibrant communities that participate in decision making. | DG | DG | R | | | | | | | Provision of affordable housing will help reduce social isolation. Potential for mixed use including community facilities. Adverse impact on local schools. |
| 5. Culture, leisure and recreation activities available to all. | DG | N | | | | | | | | Can meet recreational needs of the area in addition to its own requirements. Does not contain features of recreation or amenity value. |
| 6. Local needs met locally. | R | R | R | LG | R | R | R | | | Poor accessibility to local services but access to NYCC Secondary School transport service. |
| 7. Education and training opportunities which build on the skills and capacity of the population. | R | LG | | | | | | | | Local primary school at or near capacity and likely to require expansion. Employment may bring opportunities for apprenticeships and training. |
| 8. Biodiversity and importance of the natural environment. | O | DG | DG | LG | ? | | O | O | | Some potential adverse effects on biodiversity but mitigation should enable development. Need not lead to the loss of woodland or trees/potential for new woodland creation. Site large enough to incorporate new natural greenspace and add to green infrastructure. There are public rights of way within or close to the site. Environment Agency - impacts cannot be predicted at this stage. High/medium landscape sensitivity: distinctive characteristics vulnerable to change. Medium/low landscape capacity: not able to accommodate development without detriment to landscape character and visual amenity and mitigation opportunities limited. |
| 9. Minimal pollution levels. | N | O | O | ? | R | | O | R | | Site is unlikely to contain any contaminated land. Potential to affect achievement of air quality objectives. Some adverse effect on surface water and watercourses - mitigation possible. Yorkshire Water - impacts in relation to waste water and water infrastructure cannot be predicted at this stage. Land is approximately 100% greenfield. 50% or more of the site is Grade 2 agricultural land. A major road A1(M) lies close to the site. |
| 10. A transport network which maximises access whilst minimising detrimental impacts. | Y | ? | LG | O | O | | N | | | Some transport and/or accessibility problems mitigated through developer contributions Increased public transport provision and extension of services cannot be predicted at this stage. Ability to connect to existing cycle routes. Some pedestrian access and safety issues but mitigation possible. Severance can be overcome. Not located near a railway station. |
| 11. Minimise greenhouse gas emissions and a managed response to climate change. | O | n/a | LG | | | | | | | Bus stop not within 400m (50+ dwellings). 50% or more within Flood Zone 1. |
| 12. Prudent and efficient use of energy and natural resources with minimal production of waste. | R | R | R | | | | | | | All new development will increase use of primary resources and increases energy and water consumption and waste. Would involve the loss of grade 1, 2 or 3 agricultural land. |
| 13. Protect and enhance the historic environment. | R | | | | | | | | | Likely to result in harm to significance of heritage asset. |
| 14. A quality built environment and efficient land use patterns. | n/a | n/a | n/a | N | R | R | DG | | | Site is not in a derelict or visually unattractive area . Demolition of buildings would be required. Negative impact on local distinctiveness. Mixed use can be accommodated. |

| Site Ref: OC19: Broad Location for Growth at Kirk Deighton | | | | | | | |
|--|----|---|--|--|--|--|--|
| 15. Good quality employment opportunities available to all | DC | ? | | | | | Mixed use scheme including housing and employment land. Public transport provision cannot be predicted at this stage. |
| 16. Conditions for business success, economic growth and investment | LG | | | | | | Provision of employment land as part of a mixed use scheme will encourage investment and support local business expansion. |
| <p>Summary: This option is located between the A1(M) and the A168 north of the village of Kirk Deighton, and includes the sites OC2 and OC5 previously assessed through the SA process. Positive social effects occur as within the area of search there is the potential to deliver a development to include a significant amount of affordable housing, to be accessible to an existing play area/amenity open space/outdoor sports facilities and also help meet the recreation needs of the area as well as providing new green space and adding to green infrastructure. Negative effects result from the school being at or near capacity and likely to require expansion, although it is recognised that development of this scale will require new primary school provision, and poor accessibility to local services. A new settlement would be expected to include some local services. Negative effects arise from the loss of greenfield land which is mainly grade 2 agricultural land. Some transport and/or accessibility problems exist but these can be mitigated. Adverse effects arise from the poor accessibility to public transport but the size of the development may enable improvement. Negative effects arise from the adverse impact on the landscape, where there is limited capacity to accommodate development and few opportunities for mitigation. Further significant adverse effects occur in relation to the historic environment and local distinctiveness. Provision of employment as part of the development will have positive effects encouraging investment and local business expansion.</p> | | | | | | | |
| <p>Mitigation: Important habitats (woodland, trees, hedgerows, stream) should be protected, buffered, inter-connected and enhanced as part of any development to act as biodiversity mitigation, alongside habitat enhancement in association with green infrastructure and Suds provision. Harm to the historic environment could be reduced by avoiding development on the northern part of the site, however the limited scale of the broad location does not give rise to many opportunities for defining a preferred boundary whilst accommodating the level of new development needed. Appropriate layout and mitigation could reduce visual impacts but would be in direct conflict with the open wooded patchwork character of the area.</p> | | | | | | | |

Table 2.4 Broad Location for Growth at Kirk Deighton

3 Assessment Summaries

The following table provides a summary of the preceding assessments of the broad locations for growth.

| Objective | Green Hammerton/ Cattal (OC12) | Flaxby (OC16) | Dishforth (OC18) | Kirk Deighton (OC19) |
|---|--------------------------------|---------------|------------------|----------------------|
| 1a Housing for everyone | DG | DG | DG | DG |
| 1b Improve energy efficiency | LG | LG | LG | LG |
| 2a Access to open space/outdoor sports | DG | DG | DG | DG |
| 2a Shortfall can be accommodated ⁽¹⁾ | | | | |
| 2a Impact on existing open space/sports facility | | | R | |
| 3A Safety and security | ? | ? | ? | ? |
| 4a Provision of affordable housing | DG | DG | DG | DG |
| 4a Potential for mixed uses | DG | DG | DG | DG |
| 4a Loss of community facilities ⁽²⁾ | | | | |
| 4a Adverse impact on schools | | R | R | R |
| 5a Accessibility to recreation | DG | DG | DG | DG |
| 5b Promote/enhance culture | | | R | N |
| 6a Bus | R | R | R | R |
| 6a Rail | R | R | R | R |
| 6a Primary school | R | R | R | R |
| 6a Secondary school | LG | LG | LG | LG |
| 6a Doctor's | R | R | R | R |
| 6a Shopping facilities | R | R | R | R |
| 6a Major employment | R | R | R | R |
| 7a Primary school capacity | DG | R | R | R |
| 7b Opportunities for apprenticeships and training | LG | LG | LG | LG |
| 8a Biodiversity | O | O | O | O |
| 8b Tree/woodland cover | DG | Y | DG | DG |
| 8b Site measures 1.25ha | DG | DG | DG | DG |

| Objective | Green Hammerton/ Cattal (OC12) | Flaxby (OC16) | Dishforth (OC18) | Kirk Deighton (OC19) |
|------------------------------------|--------------------------------|---------------|------------------|----------------------|
| 8c Promote natural environment | LG | LG | LG | LG |
| 8d Environment Agency | ? | ? | ? | ? |
| 8e Landscape sensitivity | R | O | R | O |
| 8e Landscape capacity | R | O | R | O |
| 9a Contaminated land | N | N | DG | N |
| 9b Air quality | O | O | O | O |
| 9c Surface/ground water | O | O | O | O |
| 9c Yorkshire water | ? | ? | ? | ? |
| 9d Greenfield land | O | O | DG | R |
| 9d Agricultural land class | O | O | N | O |
| 9e Noise/light pollution | R | R | R | R |
| 10a Road/rail congestion | O | O | O | Y |
| 10b Provision of public transport | ? | ? | ? | ? |
| 10c Cycleways | DG | LG | O | LG |
| 10c Footpaths | O | O | O | O |
| 10d Severance | O | O | O | O |
| 10e Improve rail services | LG | DG | N | N |
| 11a Greenhouse gas emissions | O | O | O | O |
| 11b Renewable energy | n/a | n/a | n/a | n/a |
| 11c Reduce flood risk | LG | LG | DG | LG |
| 12a Use of raw materials | R | R | R | R |
| 12b Efficient land use | R | R | DG | R |
| 12c Re-use/recycling of waste | R | R | R | R |
| 13a Historic environment | R | R | N | R |
| 14a Accessible services | n/a | n/a | n/a | n/a |
| 14b Development in flood plains | n/a | n/a | n/a | n/a |
| 14c Accessible by public transport | n/a | n/a | n/a | n/a |

| Objective | Green Hammerton/ Cattal (OC12) | Flaxby (OC16) | Dishforth (OC18) | Kirk Deighton (OC19) |
|------------------------------------|--------------------------------|---------------|------------------|----------------------|
| 14d Regeneration of derelict land | N | N | N | N |
| 14e Re-use of existing buildings | R | R | R | R |
| 14f Local distinctiveness | R | R | N | R |
| 14g Mixed use development | DG | DG | DG | DG |
| 15a Employment opportunities | DG | DG | DG | DG |
| 15b Employment by public transport | ? | ? | ? | ? |
| 16a Economic growth | LG | LG | LG | LG |

Table 3.1 Summary of assessments of broad locations for growth

1. There are no scores for 2a because none of the broad locations for growth include an area with a shortfall.
2. There are no scores for 4a as development would not result in the loss of facilities listed

4 Commentary and conclusions

4.1 The following table provides a commentary on how well the broad locations for growth achieve the 16 sustainability objectives, cumulative impacts and predicted effects.

| SA Objective | Commentary on effect on SA objective |
|--|--|
| <p>1. Quality housing available to everyone.</p> | <p>All of the broad locations assessed have very positive effects in relation to this objective as they would provide a significant contribution to the delivery of the objectively assessed housing requirement identified in local plan Policy GS1: Providing New Homes and Jobs. The scale of housing would also contribute to achieving a housing mix, including affordable housing and starter homes, self-build housing, and older people's housing to meet the housing needs of the district. With the exception of OC18 all broad locations for growth include greenfield land and therefore would be expected to meet the affordable housing requirement of 40% as required by draft local plan policy HS2: Affordable Housing and Starter Homes. The provision of a mix of house types will in turn have further positive effects by enabling more people to both live and work in the District, supporting the local economy and reducing traffic impacts associated with commuting into and out of the District for work. These positive effects have further cumulative impacts as they contribute to achieving objectives 4, 10, and 15. Significant positive short, medium and long term effects are predicted.</p> <p>Planning for a new settlement provides the opportunity to positively plan for the creation of sustainable settlements from the outset leading to positive medium and longer term effects beyond the plan period. Policies CC3 and CC4 address renewable energy and sustainable design. All the options would provide the opportunity to incorporate measures to address energy efficiency and offset the overall increase in energy arising from development. Positive effects can be achieved from the outset with longer term, more significant cumulative effects being achieved by the end of the plan period.</p> |
| <p>2. Conditions and services to engender good health</p> | <p>The plan's policies provide for the protection of existing green space, the provision of new green spaces and additions to green infrastructure as an integral part of new development.</p> <p>Healthy lifestyles are also encouraged by improving access to safe and convenient walking and cycling routes. All of the options assessed provide an opportunity to plan this provision from the outset resulting in significant positive social effects in the long term. Also see commentary on objectives 8 and 10.</p> |
| <p>3. Safety and Security for people and property</p> | <p>This is generally beyond the scope of the local plan but issues such as natural surveillance are matters considered as part of the detailed design and layout of development proposals providing the opportunity to design out crime where possible.</p> |
| <p>4. Vibrant communities that participate in decision making</p> | <p>The provision of affordable housing has significant positive social effects as it contributes to the creation of well-balanced and vibrant communities and helps to reduce social isolation and enable a greater number of young people to live and work in the District. As noted under objective 1 the creation of a new settlement should enable the delivery of a significant amount of affordable housing. In most cases an adverse impact on local schools is recorded. The exception being the Broad location for growth at Green Hammerton/Cattal, where there is some capacity in local schools that may support needs in the early phases of development, although it is recognised that the size of the school and available places would not be sufficient to accommodate all of the pupils that would result from the new settlement. However, in each case the option is of sufficient scale to provide for a mix of uses, including additional school provision to meet the needs of the new community. Negative short term effects may therefore arise if new school provision is not provided alongside new housing developments and this is an important factor for site master planning to address.</p> |
| <p>5. Culture, leisure and recreation facilities available to all</p> | <p>New housing and employment provision will help support local cultural facilities. The development of a new settlement also provides the opportunity to bring forward new or improved community facilities and all of the options score positively in relation to providing the opportunity to meet the recreational needs of the area, in addition to their own open space requirements. The development of facilities as part of the creation of a new community should realise significant positive social effects in the medium to long term.</p> |
| <p>6. Local needs met locally</p> | <p>In the medium to longer term planning a new settlement provides the opportunity to create a sustainable new settlement where the majority of local needs can be met locally. But currently the options assessed generally score poorly for this objective.</p> <p>Site size is important in relation to the ability of a new settlement to meet local needs for housing and also ensure that the majority of local needs for services and facilities can also be met locally. This may therefore be an issue for the smallest broad locations assessed (OC19 - Deighton Grange - 140ha)</p> <p>OC12, has the benefit of two operational rail stations within the broad location and the broad location is located close to existing village settlements which provide some local services. These could assist in the very early phases of development to provide for day to day needs of residents. Whilst OC16 is bisected by a rail line and includes the site of a former station it does not include an operational station or other local services. For all areas there is the potential to improve bus services, albeit this is less likely in relation to OC18 but positive medium to long term effects are most likely to be achieved for the broad locations at OC12 and OC16.</p> |

| SA Objective | Commentary on effect on SA objective |
|---|--|
| 7. Education and training opportunities which build on the skills and capacity of the population | Only the broad location at OC12 has access to a local primary schools with some spare capacity, that provides an opportunity to support needs in early phases of development. In all other instances the relevant school is at or near capacity and would necessitate additional provision from the outset. As noted under objective 4 in each case the broad location is of sufficient scale to include a mix of uses including new educational provision. |
| 8. Biodiversity and importance of the natural environment | <p>All of the broad locations have an orange score for impact on biodiversity, indicating that adverse effects will occur but that mitigation should enable development.</p> <p>All of the options give rise to harm to the landscape character, those options with most significant harm being OC12, and OC18. OC16 has a lesser impact. The level of harm could be reduced through the determination of the preferred site boundary. Master planning to minimise harm to the most sensitive parts of the site and reduce adverse effects can be achieved through the installation of early landscape mitigation measures.</p> |
| 9. Minimal pollution levels | All options have the potential to affect the achievement of air quality objectives. Increases in traffic generated by new development could lead to a reduction in air quality particularly if increased traffic creates congestion. The provision of good public transport and a well designed environment which encourages walking and cycling are therefore important elements in the detailed development of a new settlement option. Provision will have positive cumulative effects in relation to objective 10 and the short, medium and long term effects are likely to be maximised where access to good public transport can be achieved. |
| 10. A transport network which maximises access whilst minimising detrimental effects. | <p>OC12 and OC16 have significant transport and/or accessibility problems requiring substantial mitigation as part of development proposals. At this stage increased public transport provision (bus services) and extension of services cannot be predicted for any of the options. With the exception of OC18, where it is less likely, the location of the other options combined with the scale of development means that bus service provision is possible. Further positive effects are realised from being located where there is access to an operational rail station. OC12 performs best in this regard. Whilst OC16 includes the former Goldsborough Station, there is no substantive evidence to suggest that this can be delivered in the medium to long term, and certainly would not be available from the earliest phases of development.</p> <p>Whilst any severance issues can be overcome in purely highway terms when place making is also considered there are significant issues to be overcome in relation to OC16 especially to the south of the broad area of search which is divided by the A1(M) and parallel A168 creating potential negative short, medium and long term effects.</p> |
| 11. Minimise greenhouse gas emissions and a managed response to climate change. | All of the options perform in a similar way in relation to this objective. A key contributor to greenhouse gas emissions is transport. The local plan growth strategy, settlement hierarchy and policies in the plan direct development to the most sustainable locations, with a key component being to locate development within strategic public transport corridors. Those options that best fit this approach offer greater opportunity to have a positive effect on this objective. A key requirement for all development is the need to be designed to be resilient to, and adapt to, climate change. All options provide opportunities to do this but larger sites may be able to maximise the achievement of this requirement creating significant positive long term effects. Broad locations at Flaxby and Green Hammerton/ Cattal are considered best placed to exploit opportunities associated with the use of Waste heat from the incinerator although both options would have constraints to overcome. |
| 12. Prudent and efficient use of energy and natural resources with minimal production of waste. | All new development will increase the use of primary resources with new households creating an increase in energy and water consumption. With the exception of OC18 all options are predominantly greenfield. In some cases this results in the loss of agricultural land. |
| 13. Protect and enhance the historic environment. | With the exception of OC18 ⁽⁹⁾ development is considered likely to have an impact on the setting and significance of a wide range of heritage assets including conservation areas, listed buildings and non-designated heritage assets. OC12, OC16 and OC19 all have red scores for historic environment and local distinctiveness (objective 14). The level of harm may be reduced through the determination of the preferred boundary for the new settlement, and detailed master planning of the site to minimise harm to the most sensitive parts. In the short term negative effects may occur but as development is completed and green infrastructure provision matures site master planning should lead to significant positive medium and long term effects. |
| 14. Quality built environment and efficient land use patterns | <p>Retaining local distinctiveness, the quality of the built environment and efficient land use patterns is addressed through the policies of the local plan and would apply to all options.</p> <p>All of the options have significant positive effects in that they are all capable of delivering mixed use development. All of the options have a negative impact on local distinctiveness, largely due to the scale of development. This is considered to be significant in the case of options OC12, OC16, OC19.</p> |
| 15. Good quality employment opportunities available to all | Positive effects are noted for all options as all will be required to make provision for employment land under policy DM4. |

9 This was scoped out and given a neutral score.

| SA Objective | Commentary on effect on SA objective |
|--|--|
| 16. Conditions for business success, economic growth and investment. | Positive effects are noted for all options as all will be required to make provision for employment land under policy DM4. |

Table 4.1

4.2 Whilst the broad locations all produced a red score against one or more sustainability appraisal criteria, it should be acknowledged that any new settlement would have negative impacts mainly through development scale and the impact that scale has on, for example, the surrounding landscape or existing settlement. From the above assessments it is clear that all the broad locations achieve similar ratings but there are key points of difference between them which are as follows:

- A key part of the Local Plan growth strategy is locating development in areas that have good public transport links. Maximising public transport is one of the council's objectives for the new settlement. Significant long term positive effects in relation to sustainability objectives transport (10), climate change (11) and local needs met locally (9) will be met in those locations where there is good access to public transport, especially where there are existing bus and rail services which can be enhanced. OC18 and OC19 do not sit in the defined public transport corridor, albeit that there may be scope to expand a bus service into OC19; this would be less likely in relation to OC18. OC12 includes within it two operational rail stations that allows direct and convenient access to the Leeds-Harrogate-York rail line, providing sustainable transport options from the earliest phases of development. Whilst OC16 includes the former Goldsborough Station, there is no substantive evidence to suggest that this can be delivered in the medium to long term, and certainly would not be available from the earliest phases of development. This leaves the provision of an operational rail station as uncertain and certainly as a less favorable position than a location that has within it operational stations that can be used by residents from day one.
- With the exception of OC19, all of the remaining options are of sufficient scale to deliver a minimum of 3,000 dwellings as required by Local Plan policy DM4. The propensity to grow in the future is limited in respect of OC18. In terms of known available land there is sufficient land within either OC12 and OC16, to enable future expansion. In respect of OC16, any expansion would limit effective place making by virtue of either linear expansion alongside the A1(M) and/or development crossing the A1(M). The extent to which any new settlement at this location could expand in a westerly direction is limited by the fact that Knaresborough lies only a short distance from the area.

4.3 In conclusion it is considered that:

- OC12 should be selected as the preferred Broad Location for growth. It sits within the key public transport corridor and offers the added advantage of having two operational rail stations. The area of land promoted offers significant scope

to define the optimum boundary and deliver effective place making, alongside delivery of necessary infrastructure

- OC16 should not be selected as it does not offer the same locational advantages as OC12. It is currently not served by a key bus service (albeit it is considered that there is scope to extend existing services), it does not have an operational rail station nor any surety that one can be provided and the extent of available land makes effective place making more difficult.
- OC18 should not be selected as it does not fit with the identified public transport corridor, and would deliver a limited amount of development within the Plan period.
- OC19 should not be selected as it is not of sufficient scale to deliver the minimum number of homes needed to meet policy DM4 and is not a best fit with the identified public transport corridor.

Appendices

1 Local Plan Assessment Rationale for sites including Guidance Notes

1.1 The following table lists the 16 sustainability objectives. Against each objective are the possible colour ratings available together with their definition and guidance notes.

| SA Objective | Performance | Assessment Rationale | Guidance Notes |
|---|-------------|--|---|
| 1. Quality housing available to everyone. | | | |
| Will it make housing available to people in need? | Light Green | Site size would allow the council to negotiate an element of affordable housing under current policy. | Refer to current housing policy. |
| | Dark Green | Site size will be capable of delivering a significant amount of affordable housing (30 plus). | |
| | Red | Site size would not allow the council to negotiate an element of affordable housing under current policy. | Refer to current housing policy |
| | N/A | Site is being proposed for employment use only. | |
| Will it improve energy efficiency in housing? | Light Green | To mitigate and adapt to climate change, in line with the objectives and provisions of the Climate Change Act 2008, specific standards of sustainable design and construction will be required for energy and water efficiency to achieve levels above those defined in the Building Regulations for England Document L1A: Conservation of Fuel and Power in New Dwellings (2013 edition). | Green will be selected in all cases as all new houses will be expected to meet water and energy consumption standards. |
| Will it increase the use of sustainable building practices? | | N/A | |
| Will it minimise water and energy consumption in residential development? | | | |
| 2. Conditions and services to engender good health | | | |
| Will it promote positive health and prevent ill health? Will it encourage healthy lifestyles? Will it address/reduce health inequalities? Can select more than one dark green option. | Light Green | Site is within 1km of a play area or amenity open space and/or 3km of an outdoor sport facility. | Select this option if there is amenity green space or facilities for children and young people within 1km and/or sports within 3km. |
| | Dark Green | Site is within 1km of a play area or amenity open space and/or 3km of an outdoor sport facility and is large enough to accommodate new/play area. | If the option above is selected then the next step is to assess whether it is large enough to accommodate a new play area on site. Select this option if the site capacity is 170+ dwellings or has a site area of 5ha+. |
| | Dark Green | A shortfall in sports provision has been identified in this settlement and the site is large enough to accommodate a new outdoor sports facility. | The areas of shortfall are: <ul style="list-style-type: none">● Grewelthorpe● Kirkby Malzeard● Ripon● Sharow● Grantley● Sawley● Pateley Bridge |

| SA Objective | Performance | Assessment Rationale | Guidance Notes |
|--|-------------|---|---|
| | | | <ul style="list-style-type: none"> • Glasshouses • Bishop Thornton • Burnt Yates • Birstwith • Hampsthwaite • Summerbridge • Darley • Dacre and Dacre Banks • Knaresborough • Goldsborough • Harrogate • Askwith • Pannal • Kirkby Overblow • Staveley <p>A site within any of the settlements listed above needs to be 8.5ha or more to be able to accommodate a new outdoor sports facility.</p> |
| | Orange | Development would affect existing or proposed sporting or recreational facility (including allotments) but replacement facilities can be provided. | Only select this option if there would be a loss of existing or proposed recreation open space, recreational facility or allotment and a replacement facility can be provided. Proposed relates to any site that has planning permission for a recreational use. |
| | Red | Development would affect existing or proposed sporting or recreation facility (including allotments). | Only select this option if there would be a loss of existing or proposed recreation open space, recreational facility or allotment and a replacement facility cannot be provided. Proposed relates to any site that has planning permission for a recreational use. |
| | Red | Development would affect existing or proposed sporting or recreational facility (including allotments) in those wards rated as amongst the most deprived or second most deprived 25% of England's population in terms of health inequality. | Only select this option if there would be a loss of existing or proposed recreation open space, recreational facility or allotment and it is located within the wards of Woodfield, Granby and Low Harrogate. |
| | N/A | Site is being proposed for employment use only. | |
| 3. Safety and security for people and property | | | |
| Will it reduce and prevent crime and disorder through design measures? | ? | Dependent on application of design policies and community policing. | Use the ? for all occasions. |
| Will it reduce fear of crime? | | | |
| 4. Vibrant communities that participate in decision making | | | |
| Will it reduce the potential for social isolation with particular | Dark Green | Provision of affordable housing will contribute to creating mixed, well balanced communities helping to reduce social isolation. | Select this option if the site will provide affordable housing regardless of the number. |

| SA Objective | Performance | Assessment Rationale | Guidance Notes |
|--|-------------|---|---|
| regard to disadvantaged groups? | Dark Green | Large site with potential for mixed uses, incorporating community facility(ies). | For a site to provide community facilities (community hall, school, college, nursery, places of worship, health services, care homes, library and pubs) it would need to be of a significant size. If the site could accommodate 200 +dwellings then it has the potential for mixed use so this criteria should be selected. Community facilities are defined as community halls, schools, colleges, nurseries, places of worship, health services, care homes, libraries and public houses. |
| | Red | Loss of site for a community facility. | Select this option if development of the site for housing would result in the loss of an existing or proposed community facility (community hall, school, college, nursery, place of worship, health services, care home, library or pub). Proposed relates to any site that has planning permission for a community facility. |
| | Red | Adverse impact on local schools. | This option should only be selected if NYCC have indicated that the local school does not have the capacity to accommodate the extra children. |
| | N/A | Site is being proposed for employment use only. | |
| 5. Culture, leisure and recreation activities available to all. | | | |
| Will it increase availability and accessibility of culture/leisure/recreation activities/venues? | Dark Green | <i>(If the site measures 0.5ha+)</i> Opportunity for site to meet the recreational needs of the area, in addition to its own open space requirements. | Select this option if the site measures 0.5ha or more. |
| | O | The site measures less than 0.5ha. | If the site measures less than 0.5ha then this neutral score should be selected. |
| | N/A | Site is being proposed for employment use only. | |
| Will it preserve, promote and enhance culture in the district? | Red | Development will result in loss of all/part of any of the following: park or garden, outdoor sports facility, amenity open space, play area for children/teenagers, an allotment, a village hall or any other building/area of cultural, recreational or amenity value to local people. | Select this option if development of the site for housing will result in the loss of all or any part of a park/garden, outdoor sports facility, amenity open space, play area, allotment, village hall or other buildings/ area of cultural, recreational or amenity value to local people. |
| | O | The site does not contain any of the following: park or garden, outdoor sports facility, amenity open space, play areas for children/teenagers, an allotment, a village hall or any other building/ area of cultural, recreational or amenity value to local people. | Select this option if the site does not contain any of these facilities. |

Table 1.1 Updated 2016 Local Plan Assessment Rationale for Sites

| SA Objective | Performance | Assessment Rationale | Guidance Notes |
|--|-------------|--|---|
| 6. Local needs met locally | | | |
| Will it ensure that everyone has access to essential services and resources within reasonable non-car based travelling distance? | | | All of the following measurements need to be taken from the centre of the site and be based on a walking distance rather than a 'straight line distance'. Only pick one option from each section. The measurements will be provided from the TRACC software. |
| | | Access to bus services | |
| | Dark Green | 400m or closer to a bus route offering a good quality bus service. | The frequent commuter service and the key bus network map will be used. |

| SA Objective | Performance | Assessment Rationale | Guidance Notes |
|--------------|-------------|--|--|
| | Light Green | 400m or closer to a bus route offering basic peak time access to the centre of a main settlement. | |
| | Yellow | Over 400m but within 800m of a bus route offering a good quality bus service. | |
| | Red | Over 400m to a bus route offering basic peak time access to a main settlement and over 800m from a good quality bus service. | |
| | | Access to rail services | |
| | Dark Green | 400m or closer to a rail station or rail halt. | |
| | Light Green | Over 400m but within 800m of a rail station or rail halt. | |
| | Orange | Between 800 and 1200m of a rail station or rail halt. | |
| | Red | Over 1200m to a rail station or rail halt. | |
| | | Walking distance to the nearest primary school | |
| | Dark Green | 400m or closer. | |
| | Light Green | Over 400m but within 800m. | |
| | Orange | Between 800m and 1200m. | |
| | Red | Further than 1200m. | |
| | | Walking distance to the nearest secondary school | |
| | Light Green | 800m or closer/site served by school bus. | No villages contain state secondary schools but select this option for villages that are served by NYCC secondary school transport routes. |
| | Yellow | Over 800m but within 1200m | |
| | Orange | 1200m to 1600m | |
| | Red | Further than 1600m | |
| | | Walking distance to the nearest GP | |
| | Dark Green | 400m or closer | |
| | Light Green | Over 400m but within 800m | |
| | Orange | 800m to 1200m | |
| | Red | Further than 1200m | |

| SA Objective | Performance | Assessment Rationale | Guidance Notes |
|--------------|-------------|--|---|
| | | Walking distance to local shopping facilities | In Harrogate, Knaresborough, Ripon, Pateley Bridge, Boroughbridge and Masham this is defined as anywhere where you could realistically do a top up shop (including petrol station with shops e.g. Tesco express/Co-op). In the villages it relates to any village shop that provides basic groceries. |
| | Dark Green | 400m or closer | |
| | Yellow | Over 400m but within 800m | |
| | Red | Further than 800m | |
| | | Walking distance to major area of employment | Major areas of employment are defined as either the Town Centre Inset boundary for Harrogate, Knaresborough and Ripon and the Shopping Centre Boundary for Boroughbridge, Masham and Pateley Bridge or key employment sites. These are: <ul style="list-style-type: none"> ● Harrogate - Cardale Park, Hornbeam Park, St James Park, Claro Park, Plumpton Park ● Knaresborough - St James Park, Manse Lane Industrial Estate ● Ripon - Melmerby Industrial Estate, Dallamires Lane, Harrogate Road, Boroughbridge Road ● Boroughbridge - Bar Lane ● Masham - Fearby Road ● Pateley Bridge - None ● Other areas - Dunlopillo, Marston Moor Business Park, Tockwith <p>Although employment opportunities exist in villages, they cannot be classed as major so will not be counted.</p> |
| | Light Green | 800m or closer | |
| | Yellow | Over 800m but within 1200m | |
| | Orange | 1200m to 1600m | |
| | Red | Further than 1600m | Select this option if a site is within a village regardless of whether there may be employment opportunities in the village. The only exception to this would be Melmerby (where the distance to Melmerby Industrial Estate should be measured) and Tockwith (where the distance to Marston Moor Business park should be measured). |

Table 1.2

| SA Objective | Performance | Assessment Rationale | Guidance Notes |
|---|-------------|--|---|
| 7. Education and training opportunities that build on the skills and capacity of the population | | | |
| Will it promote lifelong learning and widening participation in lifelong learning activities? Will it improve levels of basic skills? Will it provide opportunities for training and apprenticeships? | | Current primary school capacity | |
| | Red | Likely to be near capacity (<10% spare places) or at capacity and require expansion. | The selection here will depend on the comments received from NYCC. |
| | Dark Green | Likely to have spare capacity (>10%) spare places. | The selection here will depend on the comments received from NYCC. |
| | Light Green | Employment is proposed as part of the allocation and this may bring opportunities for apprenticeships and training. | Select this option if the site is proposed for employment purposes. |
| | ? | Information on primary school places is not available. | |
| 8. Biodiversity and importance of the natural environment | | | |
| Biodiversity Will it deliver net gains to biodiversity and protect and enhance existing networks of priority habitats and species and provide for long term management of wildlife habitats? Will it offer opportunities to enhance green infrastructure? | Dark Green | No adverse impact, potential for enhancement and net gains to biodiversity. | The colour selected here will depend on the comments supplied by HBC's Ecology Officer |
| | Yellow | No adverse impact, some effects on designated sites, (Local Site, SSSI, LNR), the wider ecological network and/or priority habitats and species, but relatively easy to mitigate for. | |
| | Orange | Some adverse effects on designated sites, (Local Site, SSSI, LNR), the wider ecological network and/or priority species, but appropriate siting/scale or substantial mitigation should enable development. | |
| | Red | Significant adverse effects on designated sites, (Local Site, SSSI, LNR), the wider ecological network and/or priority habitats and species. | |
| | 0 | Site has been screened out. | |
| Will it increase the quality and quantity of woodland cover? Will it make use of opportunities wherever possible to enhance the environment as part of other initiatives? | Dark Green | Development would not result in the loss of any existing woodland or trees and there is potential for significant woodland creation on site. | The colour selected here will depend on the comments supplied by HBC's Ecology Officer. |
| | Light Green | Development would not result in the loss of any existing woodland or trees. | |
| | Yellow | Development would potentially result in the loss of some woodland or trees, but any loss is likely to be mitigated. | |
| | Orange | Development on the land would result in the loss of woodland or trees the impact of which cannot be fully mitigated. | |
| | Red | | |
| | Dark Green | | Select this option if the site measures 1.25ha+. |
| | 0 | Site has been screened out. | |

| SA Objective | Performance | Assessment Rationale | Guidance Notes |
|--|---|--|---|
| Will it promote and raise awareness of the enjoyment/benefits of the natural environment/biodiversity and promote access to wildlife on appropriate sites? | Light Green | There is a public right of way close to the site. | Taken from NYCC Public Rights of Way Map. |
| | Light Green | The natural interest of, and access to, nearby sites of natural interest will be promoted through this site's development. | |
| | O | There is no public right of way affecting the site. | Select this option if there is no public right of way affecting the site. |
| Will it protect and enhance the region's rivers, estuary and coastal waters to achieve good ecological status? | Red | Adverse impact (only if indicated by Environment Agency Water Framework Directive). | The selection of this option will be based on the comments received from the Environment Agency |
| | ? | The Environment Agency are unable to indicate at this preliminary stage of site assessments whether the sites' development is likely to protect and enhance the region's rivers, estuary and coastal waters to achieve good ecological status. Any impacts, and subsequent mitigation, will be specific to the nature of each proposal and cannot be predicted at this stage. Once further information is available, the Environment Agency will be in a position to provide further guidance. | Unless red is selected, select the ? for all sites. |
| Will it contribute to local distinctiveness and countryside character? | | Sensitivity rating | |
| | Dark Green | Low - key distinctive characteristics are robust; typically a low valued landscape where landscape condition may be poor with few notable components that contribute to the character of the area. There may be existing reference or context to the type of development being proposed resulting in a lower susceptibility to change. | The colour selected here will depend on the comments supplied by HBC's Landscape Officer. |
| | Light Green | Medium/Low – key distinctive characteristics are resilient to change, typically a medium/low valued landscape where landscape condition may be fair with some existing reference to context to the type of development being proposed. | |
| | Yellow | Medium – key distinctive characteristics are susceptible to change, typically a medium valued landscape where; landscape condition may be fair with some existing reference or context to the type of development being proposed. Landscapes may have components that are not easily replicated/replaced and will have medium susceptibility to change. | |
| | Orange | High/Medium – key distinctive characteristics are vulnerable to change; typically a high to medium valued landscape where landscape conditions is good where detracting features or major infrastructure is not present or where present has limited influence on the landscape. | |
| | Red | High – key distinctive characteristics are very vulnerable to change; typically a high valued landscape where landscape conditions is very good and where detracting features or major infrastructure is not present or where present has limited influence on the landscape resulting in a higher susceptibility to change. | |
| | O | Site has been screened out. | |
| | | Capacity rating | |
| | Dark Green | High – the area is able to accommodate the type and scale of development proposed without detriment to landscape character and visual amenity taking into account the opportunities for appropriate mitigation and enhancement. | The colour selected here will depend on the comments supplied by HBC's Landscape Officer. |
| Light Green | High/Medium – the area is able to accommodate the type and scale of development proposed with some minor detriment to landscape character and visual amenity that could be reduced with appropriate mitigation and enhancement. | | |

| SA Objective | Performance | Assessment Rationale | Guidance Notes |
|---|-------------|---|---|
| | Yellow | Medium – the area is able to accommodate some development of the type and scale proposed with some adverse impacts on landscape and visual amenity that may only be mitigated in part. Opportunities for enhancement are limited. | |
| | Orange | Medium/Low – the area is not able to accommodate development of the scale and type proposed without detriment to landscape character and visual amenity and the opportunities for appropriate mitigation are limited. | |
| | Red | Low – the area has very limited or no capacity to accommodate the type and scale of the development proposed and there are few if any opportunities for appropriate mitigation. | |
| | O | Site has been screened out. | |
| 9. Minimal pollution levels | | | |
| Will it clean up contaminated land? | Dark Green | Development will result in the clean up of contaminated land. | Only select this option if there is evidence of contamination or suspected contamination. The majority of sites will not present any issues but examples of contaminated land includes previously tipped land, underground fuel storage, former gas works, auction mart sites, petrol stations. |
| | O | The site does not contain any contaminated land. | Select this option if the site does not contain any contaminated land or there is a lack of information about the site. |
| Will it maintain and where possible improve air quality? | Dark Green | No impact on the achievement of the Air Quality objective values stated in the 2013 Air Quality progress report. | Refer to comments from HBC Environmental Protection Team regarding selection of these options. |
| | Orange | Adverse effect on the achievement of the Air Quality objective values stated in the 2013 Air Quality progress report but mitigation is possible. | |
| | Red | Adverse impact on a designated Air Quality Management Area. | |
| Will it maintain and where possible improve surface water and groundwater quality? | ? | Yorkshire Water comment – ‘impacts in relation to waste water and water infrastructure cannot be predicted at this stage’ | Standard Yorkshire Water comment. |
| | Dark Green | No adverse impact. | The colour selected here will depend on the comments supplied by HBC's Land Drainage Officer. |
| | Yellow | Neutral or slight effects of additional surface water discharge on nearby watercourses. | |
| | Orange | Some adverse effects of additional surface water discharge on nearby watercourses but appropriate mitigation should enable development. | |
| | Red | Very adverse effects of additional surface water discharge on nearby watercourse where mitigation would be unlikely. | |
| Will it maintain and where possible improve soil quality and minimise the loss of soils to development? | Dark Green | Land is approximately 75-100% previously developed land. | Use the definition of previously developed land in NPPF. |
| | Light Green | Land is approximately 50-74% previously developed land. | The amount of brownfield land in ha's to be identified enabling a calculation of the % so that the relevant option can be selected. |
| | Yellow | Land is approximately 25-49% previously developed land. | |
| | Orange | Land is approximately 1-24% previously developed land. | |

| SA Objective | Performance | Assessment Rationale | Guidance Notes |
|--|---|---|---|
| | Red | Land is approximately 100% greenfield. | If this criteria is selected, one of the following regarding agricultural land also needs to be selected. |
| | Red | 50% or more is Grade 1 agricultural land. | The agricultural land classification for a particular site needs to be obtained from the local plan data base. The use of this map will enable a % to be calculated and the relevant option selected. |
| | Orange | 50% or more is Grade 2 agricultural land. | |
| | Yellow | 50% or more is Grade 3 agricultural land. | |
| | Light Green | 50% or more is Grade 4 agricultural land. | |
| | Dark Green | 50% or more is Grade 5 agricultural land. | |
| | N/A | Greater proportion of the site does not fall within any agricultural land classification. | |
| ? | Insufficient evidence relating to soil quality on the site. | | |
| Will it prevent unacceptable levels of noise, vibration and light pollution? | Red | A major road/railway line/industry lies close to the site. | <p>The following are classed as major roads:</p> <p>B6162 Otley Road</p> <p>A661 Wetherby Road</p> <p>A59 Skipton, Knaresborough & York Rd</p> <p>A61, Harrogate</p> <p>A6055 Boroughbridge Road, Knaresborough</p> <p>B6164 Wetherby Road, Knaresborough</p> <p>A1</p> <p>A658</p> <p>Clotherholme Road, Ripon</p> <p>A6108, Palace Rd, Ripon</p> <p>A61, Ripon Bypass</p> <p>Kirkby Road, Ripon</p> <p>The presence of industry, workshops, garages etc adjacent to the site that could cause noise pollution for the site will be checked during site visits.</p> <p>Select this option if the site is located adjacent to one of the major roads above, the railway line or any industry etc that could cause unacceptable noise pollution.</p> |
| | O | A major road/railway/industry does not lie close to the site. | Select this option if a major road/railway/industry does not lie close to the site. |

Table 1.3

| SA Objective | Performance | Assessment Rationale | Guidance Notes |
|---|-------------|---|---|
| 10. A transport network that maximises access whilst detrimental impacts | | | |
| Will it ease congestion on the road/rail network? | Dark Green | No transport or accessibility problems evident from information provided at the time of the appraisal. | The selection of these options will be derived from information provided by NYCC. |
| | Light Green | Some transport and/or accessibility related problems but minor in nature and can be mitigated. | |
| | Yellow | Some transport/and accessibility related problems, including cumulative impacts although developer funded mitigation measures can address these. | |
| | Orange | Significant transport/and or accessibility/ cumulative impact problems requiring substantial mitigation measures to address impacts as part of a developer contribution funding mechanism. | |
| | Red | Significant transport/accessibility/cumulative impact problems requiring substantial new infrastructure provision, business case preparation and government funding bids submitted. | |
| Will it increase provision of public transport where needed? | Dark Green | Adjacent to both Key Bus Network and a station on the Harrogate rail line (or affords good connectivity to the rail station) and extension of the Key Bus Network is possible as part of the development. | Site needs to measure 400m from the key bus network. Good connectivity to a rail station would be classed as within 800m (as per measurement under Question 6 above) or there must be an excellent bus service where there is a frequent service to the rail station and a short journey time. |
| | Light Green | Adjacent only to the Key Bus Network, the extension of which is possible as part of the development. | The Council held insufficient information to determine this objective. All sites scored ?. |
| | Orange | Location does not offer good connectivity but there may be opportunities for improvement. | |
| | Red | Location does not offer good connectivity and there are no opportunities for improvement. | |
| | ○ | The site lies adjacent to the key bus network but there is no possibility of achieving an extension to the site. | |
| | ? | Increased public transport provision and extension of services cannot be predicted at this stage. | |
| Will it improve existing provision of cycleways and footpaths? | Dark Green | Well served by existing routes. | Selection of the option based on comments received from NYCC Highways and/or HBC Transport Planner. |
| | Dark Green | Ability to create a new cycle route. | Selection of the option will be based on comments received from NYCC Highways. |
| | Light Green | Ability to connect to existing cycle routes. | |
| | Orange | Poor connectivity to routes suitable for cycling. | |
| | Red | Poor connectivity to routes suitable for cycling with no prospect of improvement. | |
| | Orange | Some pedestrian access and safety issues but mitigation should be possible. | Selection of the option will be based on comments received from NYCC Highways. |
| | Dark Green | Convenient and safe pedestrian routes to access services and facilities. | |
| | Red | Lack of pavements/poor road crossings/traffic volume/speed does not encourage pedestrian access to services and facilities. | |

| SA Objective | Performance | Assessment Rationale | Guidance Notes |
|--|-------------|--|--|
| | ? | Existence of routes yet to be established. | |
| Will it make the environment for non-car travel more attractive? | Red | There is a significant barrier to accessibility, such as a main road, leading to severance, making car use more attractive. | Selection of the option will be based on comments received from NYCC Highways. |
| | Orange | Severance can be overcome. | |
| | Dark Green | Severance is not a problem. | |
| Will it improve rail services and facilities? | Light Green | The site offers the opportunity to enhance existing rail facilities (e.g. through improvements to pedestrian access/parking or park and ride/ station improvements). | Select this option if the location includes an existing station. |
| | Dark Green | The location offers the opportunity to provide a new rail station. | Select this option if the site lies adjacent to the Harrogate Rail Line. |
| | O | Not located near a railway line or located near railway station but no opportunities for enhancement. | Select this neutral score if the site is not located near a railway line. |
| 11. Minimise greenhouse gas emissions and a managed response to climate change | | | |
| Will it reduce greenhouse gas emissions and therefore help to tackle climate change? | Dark Green | Site lies within 400m of a bus stop. | A bus stop is defined as an active bus stop in the NaPTAN (National public transport access node database) database. |
| | Red | The site is not within 400m of a bus stop. | |
| | Orange | The site is not within 400m of a bus stop (50+ dwellings). | |
| Will it increase the amount of energy from renewable sources that is generated and consumed? | N/A | This is already included under Objective 1. Scoring here would result in double counting. | Select N/A in every case. |
| Will it reduce the risk of flooding? | Dark Green | Site is wholly within flood zone 1. | Environment Agency flood zone maps will be used. |
| | Light Green | 50% or more of the site is within flood zone 1. | |
| | Yellow | Up to 50% of the site is within flood zone 1. | |
| | Orange | 50% or more of the site is in flood zone 2. | |
| | Red | 50% or more of the site is within flood zone 3a. | |
| 12. Prudent and efficient use of energy and natural resource with minimal production of waste | | | |
| Will it increase efficiency in water, energy and raw material use? | Red | New development will increase the use of primary resources, with new households resulting in an increase in energy and water consumption. | Select in all cases. |
| Will it make efficient use of land (appropriate density, brownfield in | Dark Green | Would utilise brownfield land as part of the development. | Select this option if there is any brownfield land on site regardless of the actual amount. Use the NPPF definition for brownfield land. |

| SA Objective | Performance | Assessment Rationale | Guidance Notes |
|--|-------------|---|--|
| preference to greenfield, protect good agricultural land? | Orange | Greenfield land, but not grade 1, 2 and 3a | Select if site is greenfield but does not contain any grade 1, 2 or 3a (use answers from Question 9). |
| | Red | Loss of grade 1, 2 and 3a agricultural land. | Select the red if the development of the site involves the loss of any grade 1,2 or 3a land (use the answers from Question 9). |
| Will it increase prevention, re-use, recovery and recycling of waste? | Red | New development will result in an increase in waste during the construction phase with new households increasing the amount of waste produced. | Select in all cases. |
| 13. Protect and enhance the historic environment | | | |
| Will it conserve those elements which contribute towards the significance of designated and non-designated heritage assets? | Dark Green | Development is likely to enhance or better reveal elements which contribute to the significance of a designated heritage asset. | The colour selected here will depend on the comments supplied by HBC's Conservation Officers. |
| | Light Green | Development is likely to enhance or better reveal elements which contribute to the significance of a non-designated heritage asset. | |
| | Yellow | Development is unlikely to affect any elements which contribute to the significance of a heritage asset. | |
| | Orange | Development is likely to harm elements which contribute to the significance of a heritage asset but the harm is capable of mitigation. | |
| | Red | Development is likely to result in harm to elements which contribute to the significance of a heritage asset and the harm is not capable of mitigation. | |
| | O | There is no Conservation Area, designated or local heritage asset. | Select if there is no conservation area or designated/local heritage asset that might be affected. |
| 14. A quality built environment and efficient land use patterns, that make good use of derelict sites, minimise travel and promote balanced development | | | |
| Will it promote the development of communities with accessible services, employment, shops and leisure facilities? | N/A | Accessibility has already been addressed under Objectives 6 and 10. Scoring here would result in double counting. | Always select N/A. |
| Will it prevent inappropriate development in floodplains? | N/A | Flood risk has already been assessed under Objective 11 (see above). Scoring here would result in double counting. | Always select N/A. |
| Will it ensure new developments provide essential services accessible without use of a car and accessible by public transport? | N/A | Large scale developments would be expected to provide a good level of services and facilities, however it is also important to maximise access to existing facilities – see comments under Objectives 6 and 10. | Always select N/A. |

| SA Objective | Performance | Assessment Rationale | Guidance Notes |
|---|-------------|---|--|
| Will it result in the regeneration of derelict or visually unattractive land? | Dark Green | Provides for the regeneration of a derelict or visually unattractive area. | Only select if it is clear that the site is or lies within an area which is derelict or visually unattractive. |
| | O | Site is not in a derelict or visually unattractive area. | Select this neutral score if the site is not in an area that is derelict or visually unattractive. |
| Will it encourage the re-use of existing buildings? | Dark Green | The buildings on site are capable of re-use/conversion. | Select if there are buildings on the site and they are capable of reuse/conversion. |
| | Red | Demolition of buildings/structures would be required. | Select if there are buildings on site and they would not be capable of conversion and would need to be demolished. |
| | O | There are no buildings on site. | Select if there are no buildings on the site. |
| Will it ensure high design quality which supports local distinctiveness? | Red | The prominent, open nature of the site means that built development will have a negative impact on local distinctiveness. | The colour selected here will depend on the comments supplied by HBC's Conservation Officers. |
| | Orange | The prominent, open nature of the site means that built development will have a negative impact on local distinctiveness but there are opportunities for mitigation and improvements. | |
| | Dark Green | Site re-development provides an opportunity for high quality design. | |
| Will it promote mixed use development? | Dark Green | Mixed use development can be accommodated on the site. | Select this option if the site has been promoted for mixed use by the landowner/ developer or the site is large enough to accommodate 200 dwellings. |
| | O | Mixed Use development could not be accommodated on this site. | Select this neutral score if the site would not be able to accommodate mixed use development. |
| 15. Good quality employment opportunities available to all | | | |
| Will it provide employment opportunities for local people? | Light Green | Site suitable for employment use – minimum of 0.25ha/500sq.m. floorspace / SHELAA site. | As we are not considering sites under 0.25ha, this option should be selected in all cases if the site is being promoted for employment. |
| | Dark Green | Mixed use scheme including housing and employment land. | Select if the site is identified as a mixed use site including housing and employment. |
| Will it contribute to improving diversity of employment opportunities? | Red | Loss of employment site. | Select if the current use of the site is employment and this use would be displaced. |
| | N/A | The proposed use for the site is for housing only. | |
| Will it ensure employment opportunities are accessible by public transport? | Dark Green | Site lies within 800m of a bus stop where frequency of service enables commuting by bus for work. | Select if the site is proposed for employment and lies within 800m of a bus stop on a bus route which enables commuting by bus to work. |
| | Red | Loss of employment site accessible by public transport. | Select if the site is already in employment use and it is located within 800m from a bus stop. |
| | N/A | The proposed use for the site is housing only. | Select this option if the site is for housing only. |
| | ? | Proposed for employment/mixed use and public transport provision cannot be predicted at this stage. | |
| 16. Conditions for business success, economic growth and investment | | | |
| Will it support existing businesses? | Light Green | <i>(Where no employment proposed)</i> Provision of affordable housing will help support existing businesses with the recruitment and retention of staff. | Select this option if the site is for the provision of housing only and is a qualifying site for affordable housing and no employment is proposed. |

| SA Objective | Performance | Assessment Rationale | Guidance Notes |
|--|-------------|--|---|
| Will it maximise local skills? Will it encourage investment (including inward investment)? Will it provide for the needs of business (such as a range of premises, land and infrastructure)? | | | |
| | Red | Existing businesses on site will be displaced. | Select this option if the site is currently in employment use and the proposed use of the site would be solely housing. |
| | Red | Site provides a useful supply of low grade employment land. | Select this option if the site is in employment use but is not classed as major areas of employment as per object 6. |
| | Dark Green | Provision of employment land will encourage investment and support local business expansion. | Select this option if the proposed use for the site is employment only. |
| | Light Green | Provision of employment land as part of a mixed use scheme will encourage investment and support local business expansion. | Select this option if the proposed use for the site is Mixed Use including some form of employment. |

Table 1.4

