

Malkiln Outline Planning Application Document Schedule – Amended Application July 2024
Planning Application Reference: 19/00017/EIAMAJ

This note sets out the documents which have been submitted with the revisions to the outline planning application for Malkiln New Settlement.

The application was originally submitted in 2019 however since submission of the application, the Harrogate Local Plan has been adopted, which allocates the Site for a new settlement and a New Settlement DPD has been prepared which includes policies to guide its development. The outline application has been amended in July 2024 to align with certain development control type policies in the DPD and to enable a change in the phasing of delivery of the new settlement. Delivery of the development will now start with a first phase in the north-east and follow broadly in a clock-wise direction.

It has been demonstrated through updated assessments that the changes to the proposed development are suitable from a technical perspective. It has also been shown that the effects on Green Gap referred to in the draft DPD in terms of its purpose and objectives are acceptable.

The new and amended documents and plans submitted in support of the revisions are listed within the table below and a summary of the findings of each of the key documents is provided.

Document Title	Reference	Date	Date submitted	Summary
Cover Letter	333100194	23/07/2024	23/07/2024	<p>The original application, which was submitted in early 2019, has been updated to reflect draft New Settlement DPD. The updates have been made to ensure broad compliance with the policies of the DPD. In addition, an amendment has been made which necessarily departs from the draft DPD by adding a further access from the A59 to the east of the Gilsforth Hill/Station Road junction to provide access to the early phases of development in the east, including pedestrian and cycle access from nearby villages. This amendment consequently provides for a new circulatory road from that access point and extends the development area eastwards up to that road as well.</p> <p>Changes which have been made are summarised as follows:</p> <ul style="list-style-type: none"> • Description of development to reflect the changes in the Use Classes Order since submission of the application and to include the provision of energy centres. • Amendments to the phasing of the delivery of the new settlement which will now begin in the north east quadrant and broadly proceed in a clockwise direction. • Amendment to the redline boundary to provide access into the first phase of development from the A59 and to formalise public use of parts of the Strategic Green Gap. • Altered access into the site via two roundabouts from the A59 including a link to the B6265 to replace the existing T junction on the A59 and additional new road bridge over the railway on the eastern edge to create an internal loop within the development. • Enhanced pedestrian and cycle connectivity. • Amendment to the location of the Local Centre to integrate the railway station. • Amendment to the location of the schools. • Amendment to the location of the sports hub for easy access. • Addition of community heat hubs/energy centres.
Planning Statement	333100194.A5.PD.P S Rev A	23/07/24	23/07/24	<p>The principle of development of a new settlement in this location is established within the adopted Harrogate District Local Plan which is up to date therefore full weight should be given.</p> <p>Policy GS1 of the Local Plan requires a minimum of 13,377 new homes to be provided within the District in the period 2014-2035. To deliver these new homes, Policy GS2 sets out that growth will be focused in the District's main settlement, settlements on the key public transport corridors and within a new settlement within the Green Hammerton/Cattal area.</p> <p>A broad location for growth for the new settlement is shown on the key diagram in the Local Plan and Policy GS2 sets out that a site for a new settlement will be allocated through the adoption of a separate DPD, in accordance with the principles within Policy DM4.</p>

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				<p>The New Settlement DPD is at an advanced stage of preparation however there are unresolved objections relating to its policies.</p> <p>Notwithstanding, this the DPD shows the Council's direction of travel in relation to the new settlement therefore the amendments to the application have been made to demonstrate broad compliance and an extended area of development and additional access necessary to deliver the proposals.</p> <p>The Planning Statement (and accompanying technical work) demonstrate that there are no adverse impacts of granting planning permission which would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF as a whole.</p>
Design and Access Statement Addendum	333100194-EH-M-DAS-Addendum-Rev B	19/07/2024	23/07/2024	Outlines the amendments made to the scheme, including the revision to the redline boundary.
Flood Risk Assessment	MC-LINK-XX-XX-RP-C-FRA01	02/07/2024	23/07/2024	<p>The site is mostly at low risk of flooding (flood zone 1) however some areas of Flood Zone 3 exist due to the presence of Kirk Hammerton Beck. There is not an increase in flood risk as a result of the amendment to the site boundary.</p> <p>The development will not significantly increase flood risk to the wider catchment area.</p> <p>The drainage strategy demonstrates that an appropriate drainage system for both foul and surface water can be provided on the site which discharges at a suitable outfall.</p>
Statement of Community Involvement	333100194.A5.PD.S CI	16/07/2024	23/07/2024	Prior to the submission of the revisions to the application, further local community consultation was undertaken as well as various meetings with the Council and relevant consultees to discuss matters such as the parameters plan, Design Code, heritage and landscape and ecology.
Desk Study- Ground Conditions	MC-LINK-XX-XX-RP-GT-0001 P2	08/07/2024	23/07/2024	An intrusive investigation is being undertaken to assess the ground conditions within the area of the site which was not previously in the redline boundary to confirm the general sequence of strata and preliminary engineering properties alongside an indication of potential contamination issues that may be present.
Climate Change Strategy and Sustainability Matrix	333100956/A5	22/07/2024	23/07/2024	<p>Malkiln will be designed in line with the eight climate change policies within the DPD that are central to the design of the proposed development.</p> <p>The proposed development is compliant with the objectives within the DPD and policies within the adopted Local Plan in this respect. It responds to the objectives of the DPD and contributes towards a sustainable lifestyle by providing opportunities for a balanced community, healthy lifestyle opportunities, efficient transport options and efficient homes and low carbon energy.</p> <p>The amended boundary does not have an impact on this report.</p>
Transport Assessment and Framework Travel Plan	23-084-N	26/07/2024	26/07/2024	<p>The revised application consists of the following core principles in relation to transport and access:</p> <ul style="list-style-type: none"> • Development is centred around the existing Cattal railway station. • Primary vehicular access is via two new roundabouts from the A59. • Cattal level crossing will be closed and two new rail crossings will be provided. • Three of the four existing bridges over and under the rail line will be converted to a pedestrian and cycle only, with the fourth remaining open for vehicular traffic, but with an upgraded traffic control system. • A suite of complementary improvements to the remaining railway crossings in the vicinity of the site has been agreed with Network Rail. • The Local Centre and employment uses will be towards the centre of the development, providing ease of access for all. • The two primary schools will be located on either side of the rail line, removing any potential for severance. • A new sports hub will be provided in the northwestern quadrant of the site, providing residents with local leisure facilities, reducing the need to travel off site. • Car parking areas will be provided on either side of the rail line, adjacent to the station, to cater for both Local Centre and train station demand.

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				<ul style="list-style-type: none"> Alterations will be made to the Whixley crossroads to improve road safety and pedestrian accessibility by changing the road layout. The Scate Moor Lane arm at the A59/Cloakfield House Lane/Scate Moor Lane junction will be closed and Scate Moor Lane downgraded to a quiet lane. Station Road, Gilsthwaite Lane and Stephenson's Lane will also be downgraded to quiet lanes. A high-quality environment for both pedestrians and cyclists will be delivered that provides direct connections to origins and destinations within the site and beyond. <p>Specifically, the revisions to the application allow a second roundabout access from the A59 to the east and a link to the B6265 to replace the existing T junction on the A59 which will enhance highways safety. The revisions will also provide an additional bridge crossing over the railway line in the east which will allow the closure of level crossings. The revisions to the boundary and addition of the secondary access from the A59 also allow a circular route to be provided within the new settlement. Pedestrian and cycle connectivity is also enhanced by the revisions, including enhanced accessibility to/from Green Hammerton which is required by Policy NS31.</p>
Environmental Impact Assessment Non-Technical Statement	333100194 rev 01	August 2024	13/08/2024	<p>Once the additional mitigation measures set out within the ES and NTS have been applied, the proposed development would result in the following significant residual effects:</p> <p>Construction:</p> <ul style="list-style-type: none"> Major-moderate beneficial effect on employment; Major/moderate adverse effect on Site and immediate landscape context; Major/moderate adverse – minor adverse effects to Site's landscape features; Major adverse-negligible effects on visual receptors; Major adverse effect on loss of BMV agricultural land; Significant positive effects at the Local and Site level are anticipated for ponds, hedgerows, and bats; and Significant adverse effects at the Site level are anticipated for breeding and wintering birds. <p>Operation:</p> <ul style="list-style-type: none"> Major-moderate beneficial effect on Housing Delivery; Moderate-minor beneficial effect on Household Expenditure; Moderate-minor beneficial effect on Employment; Major/moderate-minor adverse effect on visual receptors; Permanent positive effects at the Site level are anticipated for ponds, hedgerows, and bats; and Permanent adverse effects at the Site level are anticipated for breeding and wintering birds. <p>The amended site boundary does not result in additional significant effects.</p>
Environmental Statement				
Environmental Statement Chapters:	333100194/A5/EIA2024	July 2024		
1 Introduction			13/08/2024	
2 EIA Methodology			13/08/2024	
3 Site and Development Description			23/07/2024	
4 Alternatives and Design Evolution			23/07/2024	
5 Construction			13/08/2024	

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6 Population and Human Health			23/07/2024	During the operational phase, the development would have significant major-moderate beneficial effect on housing delivery and significant moderate-minor beneficial effect on household expenditure. There would be negligible effects on school provision and health care provision. Effects to employment would be significant moderate-minor beneficial.
7 Landscape and Visual			23/07/2024	Residual operational effects are assessed at year 15 of the Development, when green infrastructure and planting would have matured. Overall, effects on published landscape character areas would be reduced from moderate/minor adverse-negligible to minor adverse-negligible/ minor beneficial. The effects on the Site and immediate context would further be limited to minor adverse effects. The proposed enhancements would result in a moderate adverse-moderate beneficial effect overall to the Site's landscape features. Effects to visual receptors would be major/moderate adverse-negligible (significant) and all visual receptors would experience reduced effects by Year 15. Only one receptor would experience a significant effect from the Development, the residents of Lingfield Cottage Additional significant impacts have not been identified as a result of the amended application boundary.
8 Biodiversity			23/07/2024	Subsequent to the implementation of mitigation measures, the residual operational effect to Aubert Ings SSSI would be neutral. Permanent positive effects, significant at the Site level are predicted for hedgerows, ponds, and bats on the Site. Effects to woodland, badgers, and great crested newt would be neutral, while effects to breeding and wintering birds would be permanent adverse, significant at the Site level. Additional significant impacts have not been identified as a result of the amended application boundary.
9 Transport and Access			23/07/2024	Once the Development has been completed, the likely significant effects are identified as being slight adverse for severance and pedestrian delay, non-motorised user amenity, and driver delay, while effects to fear and intimidation and highway safety would be negligible adverse. Mitigation measures during the operational phase will combine measures set out in a Travel Plan with infrastructure improvements. A Travel Plan will be submitted which will implement car sharing schemes and personalised travel planning. The provision of pedestrian and cycle paths within the Site and new pedestrian crossings over the A59 would connect residents to the town centre, schools and Cattal station. These infrastructure improvements would mitigate effects to severance and pedestrian delay, and non-motorised user amenity. Residual effects would therefore be slight adverse and not significant for these receptors, and negligible adverse for fear and intimidation. As there is no evidence to suggest Site-related traffic would worsen highway safety, the residual effect is considered to be neutral (adverse). The A59 roundabout and formalisation of the Cattal station car parking would mitigate effects to driver delay, although drivers using the A59 outside the Site may experience slightly increased journey times as a result of additional traffic. The residual effect to drive delay would therefore be slight adverse and not significant.
10 Air Quality			23/07/2024	In the opening year, and at completion, a negligible effect is predicted on the concentrations of pollutants at the identified receptor locations. These concentrations would be below the current relevant air quality objectives at all sensitive receptor locations. Measures incorporated into the Development, such as the provision of charging infrastructure for electric vehicles and pedestrian and cycle paths may also have beneficial effects for human health and ecological receptors. The residual effects of air quality on human health from vehicle emissions are considered to not be significant. There will be no additional effects as a result of the amended application boundary.
11 Noise and Vibration			23/07/2024	The predicted noise effects generated traffic indicates that there will be a negligible adverse effect from traffic generated by the development at existing and proposed NSR and minor adverse effects on operational noise from proposed commercial/industrial units.

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				There will be no additional effects as a result of the amended application boundary.
12 Agricultural Land			23/07/2024	Construction effects would primarily relate to the loss of agricultural land within the Site. The proposed development would result in the loss of 209.1ha of agricultural land, of which 282.8ha is BMV. Two-thirds of this is Grades 1 and 2, including Grade 2 within the amended site boundary. The effect is therefore classified as major adverse which is considered to be significant. Mitigation measures will be set out in a Soil Resource Management Plan to re-use as much of the surplus soil resources on the Site and dispose of any surplus in a sustainable manner. After the measures implemented through the SRMP, the effect on soil resources would be minor adverse, which is not considered to be significant.
13 Cultural Heritage			13/08/2024	<p>During the construction phase, activities such as groundworks and topsoil stripping are likely to adversely impact buried archaeological remains within the Site however these are not likely to be of enough interest to lead to significant adverse effects and are routinely excavated as part of industry standard responses to construction impacts. After mitigation there would be no residual effects on buried archaeological remains, and there would be no adverse effects to built heritage assets.</p> <p>Once built out the development would not have direct adverse effects to Green Hammerton or Kirk Hammerton Conservation Areas due to their distance from the development. The open land in the green gap to the east of the revised boundary would ensure that their character and significance as former agricultural villages would be unchanged.</p> <p>The development would not have adverse effects on the significance of Providence House, and returning the Listed Milestone to an appropriate location following the construction phase would ensure no adverse effects.</p> <p>The non-designated buildings of heritage interest will be retained within the development, and the key elements of their heritage significance would be unharmed.</p> <p>There would be no residual operational effects on buried archaeological remains or built heritage assets.</p> <p>The revised site boundary does not alter these effects.</p>
14 Summary and Residual Effects			13/08/2024	The development has been subject to an iterative design process to include mitigation and enhancement. Mitigation measures set out within the ES and Chapter 14 have been incorporated into the proposed development to avoid, reduce or off-set significant environment effects.
Environmental Statement Appendices:				
1.1 Location of information within the ES required by Schedule 4 of the EIA regs			13/08/2024	
1.2 Statement of Expertise			13/08/2024	
2.1 2019 Chapter 10 Water Resources and Flood Risk			13/08/2024	
2.2 2019 ES Chapter 11 Land Contamination			13/08/2024	
7.1 LVIA Methodology and Assessment Criteria			23/07/2024	
7.2 Landscape Effects Table			23/07/2024	
7.3 Visual Effects Table			23/07/2024	
8.1 Phase 1 Habitat Survey Report			23/07/2024	
8.2 Protected Species Survey Report			23/07/2024	
8.3 Bat Survey Report			23/07/2024	

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8.4 Badger Survey Report (Confidential)			23/07/2024	
8.5 Wintering Bird Survey Report			23/07/2024	
9.1 Transport Infrastructure Delivery Plan			23/07/2024	
9.2 Traffic Survey Data			23/07/2024	
9.3 Traffic Flow Diagrams			23/07/2024	
9.4 Residential and Employment Trip Distribution/Assignment			23/07/2024	
9.5 Assessment of Severence and Pedestrian Delay			23/07/2024	
9.6 Assessment of Non-Motorised User Amenity			23/07/2024	
9.7 Assessment of Fear and Intimidation			23/07/2024	
9.8 Geometric Parameters			23/07/2024	
9.9 Junction Modelling Outputs			23/07/2024	
9.10 Site Access Arrangements			23/07/2024	
9.11 New Crossing Point on Eastern Distributor Road			23/07/2024	
9.12 Cattal – Proposed Level Crossing Arrangements			23/07/2024	
9.13 Whixley Crossroads – Highway Improvement Scheme			23/07/2024	
10.1 Glossary of Air Quality Terminology			23/07/2024	
10.2 Legislation, Policy and Guidance			23/07/2024	
10.3 Consultation Correspondence			23/07/2024	
10.4 Construction Phase Dust Assessment			23/07/2024	
10.5 Traffic Data utilised within the Air Quality Assessment			23/07/2024	
10.6 Wind Rose Used in ADMS Model			23/07/2024	
10.7 Model Verification			23/07/2024	
11.1 Noise and Vibration Glossary			23/07/2024	
11.2 Policy, Legislation and Guidance			23/07/2024	
11.3 Noise and Vibration Measurement Results			23/07/2024	
13.1 Archaeological DBA			13/08/2024	
13.2 Built Heritage and Historic Landscape Assessment			13/08/2024	
Design Code and Plans				
Master Design Code	Rev 1, July 2024	20/07/2024	23/07/2024	
Malkiln Local Centre Design Code	June 2024	23/07/2024	23/07/2024	

Document Title	Reference	Date	Date submitted	Summary
Phasing Plan	333100194-EH-M-03O-Parameter Plan	22/07/2024	23/07/2024	
Parameter Plan	333100194-EH-M-03O-Parameter Plan	11/07/2024	23/07/2024	
Illustrative Masterplan	333100194-EH-M-05H-Illustrative Masterplan	11/07/2024	23/07/2024	
Building Height Plan	333100194-EH-M-07C- Parameter Plan-Building Height	19/07/2024	23/07/2024	
Green Infrastructure Strategy	12327-FPCR-XX-XX-DR-L-0011-P07	22/07/2024	23/07/2024	
Green Infrastructure Phasing Plan	12327-FPCR-XX-XX-DR-L-0012-P02	18/07/2024	23/07/2024	
Outline Surface Water Drainage Strategy	MC-LINK-GEN-XX-DR-C-0500-S5-P07	22/07/2024	24/07/2024	
Outline Foul Drainage Strategy	MC-LINK-GEN-XX-DR-C-0501-S5-P01	18/07/2024	23/07/2024	
Exceedance Flow Plan	MC-LINK-GEN-XX-DR-C-0502-S5-P01	18/07/2024	23/07/2024	
Existing Culverts Plan	MC-LINK-GEN-XX-SK-C-0005-S5-P0	18/07/2024	23/07/2024	