

Harrogate District Local Plan 2014 – 2035 Examination of the New Settlement (Maltkiln) Development Plan Document (DPD)

Schedule of Matters, Issues and Questions for the Examination Made on Behalf of Caddick Developments Ltd

Matter 2 – Vision, Objectives and General Principles

Issue 1 – General Principles

Q1. Are the policies in the DPD positively prepared, justified, effective and consistent with national policy?

- 2.1 We have made representations against a number of specific policies that are not considered sound, either in part or in full. These policies have individual questions in later sessions, and we provide further details to the modifications that are proposed in those responses. For ease of reference, a track change version of all the policies that we consider unsound and the changes that are considered required are appended to this response at Appendix K.
- 2.2 As set out within our response to Issue 3 Question 1, the DPD is currently unsound as it is not deliverable in its current form. It can, however, be made sound through Main Modifications. There are multiple proposed Main Modifications. In particular, the DPD can be made sound with an amendment to the new settlement boundary and Figure 2 of the DPD, which our Client is proposing as a Main Modification. The proposed changes to Figures 1 and 2 are provided within Appendix F.

Q2. Is the DPD in general conformity with the adopted Harrogate District Local Plan?

- 2.3 The DPD is in general conformity with the adopted Harrogate District Local Plan ('LP') (SDNS14), in particular the location of the new settlement and the requirements for the new settlement (as set out in Policy DM4 of the LP). Policy DM4 requires the DPD to address a number of principles and requirements in the design, development and delivery of the new settlement and these are reflected in Policy NS1 of the DPD. There are some specific non-strategic policies in the DPD that go beyond the equivalent policies in the LP. However these are dealt with in individual responses to later matters.
- 2.4 The adopted LP requires a minimum of 13,377 new homes to be delivered over the plan period (2014-2035). A key component to the Council achieving this housing requirement is the delivery of 1,000 new dwellings within the new settlement in the plan period, with further housing development in the next Plan period. As set out in our response to Issue 3, Question 1 on pages 2-6 below, the DPD is currently unsound and without amendment in line with our proposed main modification, will be undeliverable due to the circumstances related to the relocation of the Johnsons Nurseries site. Notwithstanding this, even if the new settlement was deliverable without the amendment (ie assuming no time constraints existed regarding the acquisition of other land, beyond that the subject of a proposed CPO), it would only be capable of delivering 580 dwellings in the plan period as a best-case scenario. There would be significant underdelivering against the LP trajectory¹, which is a free-standing soundness issue (for NPPF (35)).
- 2.5 Our proposed main modification would allow 1,303 dwellings to be delivered in the Plan Period, with the remainder to follow in the next Plan period. This would make the DPD consistent with DM 4 of the LP and "sound" (NPPF (35)).

¹ New Settlement Trajectories (Appendix C)

Issue 2 – Introduction, Vision, Objectives and Site Context

Q1. How has the historic environment been considered in relation to the site context?

- 2.6 The historic environment has been fully considered in the development of the DPD, with assessments against the adjacent settlements, Conservation Areas and listed buildings but also further afield to listed structures subject to long distance views (Heritage Impact Assessment Feb 2024 SDNS09)
- 2.7 As set out within the Strategic Green Gap Background Paper (SDNS06), the boundary of the Strategic Green Gap to the east of the new settlement boundary has been considered through consultation with Historic England and the Council's Conservation Officers. However, as set out within our response to Issue 3 Question 5, we consider that this has reached unsound conclusions as to where the boundary should be drawn to meet the relevant policy objectives, particularly in the light of having to balance the delivery problems that are now apparent and explained further in response to Issue 3.

Q2. What is the justification for the suggested changes to the introduction, vision, objectives, and site context sections of the DPD? Why are they necessary for soundness?

- 2.8 Within the vision, the reference to a 'Garden Village' has been changed to 'new settlement' within the Council's Schedule of Proposed Modifications (February 2024) (CDNS05). A Garden Village is an established type of development and key principles are required to be carried out in delivering a Garden Village. Maltkiln has always been referred to as a new settlement in the LP and the DPD. This was the only reference to Garden Village. Its use is misplaced and we support its amendment.
- 2.9 Within the site context, an amendment has been made to refer to Johnsons Nursery, which currently occupies a number of sites within the Maltkiln New Settlement Strategic Allocation. This amendment has been made for clarification and accuracy within the DPD.

Issue 3 - Development Framework – Policies NS1, NS2 and NS3

Q1. The owner of a large area of land within the proposed new settlement boundary has withdrawn their support for the DPD and now states that this land is no longer available for development. Does this change in circumstances cause any soundness issues for the DPD? If so, how can they be rectified?

- 2.10 The withdrawal of the land results in a large part of the DPD land no longer being made available by the landowner at this point in time. Accordingly, it is very likely to be necessary for compulsory purchase to bring forward the new settlement as drafted in the DPD. Consequently, there will be a delay to enable the CPO to proceed. This will prejudice delivery of the DPD and the delivery of homes and other uses required by LP Policy DM4. This delivery failure is a soundness issue (NPPF (35) and 61-059 NPPG). This issue can be addressed by a slightly amended eastern boundary, through a Main Modification to the plan, such that it can be found sound.
- 2.11 Our Client controls a large proportion of the land contained within the new settlement boundary (as shown in the land ownership plan in Appendix A). They previously also had a contractual arrangement on the land referred to in this question (hereafter referred to as the Withdrawn Land) and have promoted the Site as a whole, including the Withdrawn Land through the LP and the Council's initial assessment of options for the DPD and thereafter the DPD process.
- 2.12 To support these representations, a planning application (the Original Planning Application) was lodged in 2019 providing up to 4,000 homes, 5Ha of employment land, education provision, a local centre and open space in compliance with the requirements of Policy DM4 and in accordance with the DPD boundary. This planning application supported the selection of the preferred option and the DPD boundary (as shown in Figures 1 and 2 in the DPD). At the time of this planning application being lodged, the owners of the Withdrawn Land were supportive of the promotion of

the land through the LP and approved the submission of the planning application. This support lasted until December 2022 when, for whatever commercial reason, support was withdrawn, and the land made unavailable.

- 2.13 Whilst this planning application was made in outline, a series of plans were submitted including a parameters plan and an indicative layout plan to be determined as part of the application. These plans show the Withdrawn Land to be used for residential development, employment, local centre, primary school and open space. The application also included an access point to the north of the Withdrawn Land, access through the Withdrawn Land to the east and a bridge over the railway to enable access to the land to the south. As a result of the access positions shown in the DPD, the Withdrawn Land needs to be redeveloped before access is available to the south over the railway line and to the east over Station Road.
- 2.14 The removal of the Withdrawn Land equates to approximately 42% of the new settlement, (as noted in the Executive Committee Report of 12th November 2023), impacting the delivery of a significant number of homes, employment land, education provision and prevents access to the south of the railway. The reduction in the amount of uses that can be delivered and the inability to access the land south of the railway, demonstrate the submitted DPD cannot be delivered without this land.
- 2.15 There is currently no reasonable prospect that this land will become available, without the use of compulsory purchase (within the terms of the NPPG). The withdrawal of the land was publicly confirmed by their representatives in the minutes of the 12 December 2023 Executive Committee (page 6) and it has been confirmed verbally to the Council that the land is not available. Further to this, their consultant team have raised objections to the pending planning application and shown a clear indication that they are not supportive of the DPD and any planning application in accordance with it.
- 2.16 Notwithstanding the position of the landowner of the Withdrawn Land, our Client has control of circa 86%² of the remaining parcels of land necessary to deliver the new settlement and have willing landowners and agreed acquisition terms. Agreement is also in place for an area of land outside of the DPD boundary to facilitate the relocation of the Johnsons nursery from within the Site as required by Policy DM4. The agreement on this land requires acquisition by February 2026 and therefore requires planning permission being granted for both the new settlement and also the relocation of the nursery ahead of that date. This is expanded on in paragraphs 2.25-2.27 below and within in a letter from Johnsons, included in Appendix B.
- 2.17 Given the confirmation of the Withdrawn Land not being available and the inability to deliver the new settlement without it, compulsory purchase of the land will be needed if it remains in the DPD boundary. The Council is aware of this position and has obtained approval from its members for the principle of using compulsory purchase to acquire the Withdrawn Land to deliver the new settlement. Based on the access strategy of the submitted DPD it is clear that the Withdrawn Land is required for the early phases of development and therefore it is likely that any Order would be required immediately in order to deliver the new settlement.
- 2.18 We support the use of CPO to address the removal of the withdrawn land however whilst CPO would respond to what would otherwise be the reduction in the size of the new settlement and the inability to deliver the some of the land use requirements of Policy DM4, there are other time-related deliverability issues, associated with relocation of the Johnsons nursery that the CPO does not resolve, and which are set out in Johnsons letter at Appendix B.
- 2.19 The process of compulsory purchase is a lengthy one and unlikely to commence until there is both an adopted DPD and at least a resolution to grant planning permission. A note on CPO, the

² Land not in control of our Client comprises individual dwellings and small parcels of land. These are excluded from the redline boundary of the planning application and do not impact on our Client's ability to deliver the new settlement.

various steps and timescales is included in Appendix C, which demonstrates that with the preparation and submission of an amended planning application, any Order is likely to be confirmed at the earliest, three years from the adoption of the DPD; around mid-2028.

- 2.20 However, from confirmation of the order, there would then be the time taken for S106 negotiations, a reserved matters application, discharge of conditions and site preparation. In theory this could result in the first homes being delivered on site at the earliest in 2031 and only of 580 homes being delivered in the LP period.
- 2.21 On this basis, there would be a significant under delivering against the LP housing requirement from the Site and therefore the DPD is not sound.
- 2.22 Further or alternatively, if development of the Johnsons nursery site cannot take place soon after February 2026 the actual delivery of all the new settlement will be threatened because it would not be commercially acceptable to have acquired the Johnson's land without the ability to develop it for many years.
- 2.23 The relocation of the nursery is a requirement of Policy DM4, which given its position in the new settlement 'as appropriate' is now a necessity. The nursery owners have been looking for a new site for 4 years with only one site being identified as suitable, viable and available to meet their existing and future occupier requirements. The business has specific operational requirements, together with locational requirements for its staff and the process of site finding has not been easy, with the only reasonable site chosen. There is no other reasonable re-location site.
- 2.24 The relocation site is now contracted by the nursery. However the terms of that contract require the acquisition to be concluded before February 2026. The site is in an area attractive for development and, as the new LP progresses, competition for the site is likely to be high and any extension of this date will not be forthcoming (as it is not offered by the owner of that land). Further to this, the business has suffered a long period of uncertainty and an inability to invest in the current site and existing business. There is no desire of the business to continue this approach. Therefore, there is no realistic prospect of Johnsons seeking an extension beyond February 2026. If that does not happen, there is no realistic prospect of relocation of the nursery and a large part of the New Settlement Site would be unavailable. As relocation cannot take place without a multimillion-pound receipt from the sale of the existing nursery site (and as that could not be forthcoming without a new settlement planning permission that allowed that existing site to be developed as an early phase), there is a clear and obvious timing issue.
- 2.25 Given the time limitations on the relocation of the nursery, the existing nursery site needs to be capable of development in the early phases of the new settlement. For this to have any realistic prospect, an access from the A59 allowing that early development is needed, as shown on the Parameter Plan at Appendix D and on the proposed modifications to Figure 2 of the DPD at Appendix F. In practice this can only be from the north of the nursery, with an A59 junction to the east of the Station Road/Gilsforth Hill junction. An access from the existing DPD access location would not allow development of the existing nursery site soon enough to allow relocation for the two reasons. It is a long way from the nursery land and it would not be realistic to have a road to that site without development incrementally taking place along its length as it extends and, in any event, the additional delay of CPO would add a further three years before it could start at least.
- 2.26 Accordingly, in order to make the plan sound, there needs to be a Main Modification, which allows the delivery of the new settlement, and provides our clients, and in turn the Johnsons, the confidence to acquire the necessary land within the prescribed time period. This involves a modification to the plan to allow a new access onto the A59 and coupled with this a realignment of the eastern boundary of the new settlement, with relatively modest modifications to DPD Figures 1 and 2.
- 2.27 The note by Milestone Transport Planning at Appendix G outlines the key differences between the DPD and the proposed amendments in highways and transportation terms. It demonstrates that the

revisions not only meet the requirements of the highways and sustainability policies of the DPD but also provide significant additional benefits.

- 2.28 The note within Appendix G sets out a series of improvements to the local highways network, which would be made as a result of the proposed amendment to the DPD. These provide a number of significant benefits over and above the DPD layout (these are set out within the 9 bullet points on page 4 of Appendix G) with regards layout, impacts on the highways network and safety. These improvements ensure compliance with the highways and connectivity policies in the DPD, which are not possible with the current DPD boundaries therefore demonstrating that as drafted the DPD is ineffective in delivering its policy requirements. On this basis and in order to enable an effective scheme that complies with the overarching aims of the transport and connectivity policies, the DPD requires the modification to Figures 1 and 2.
- 2.29 Following the removal of the Withdrawn Land, a revised planning application has been submitted to the Council, which relies on this modification. The revised application includes an updated parameter plan and layout, included in Appendix D. These plans provide an access on the eastern part of the site, enabling the alternative phasing strategy needed to allow the new settlement to be deliverable through the ability to acquire the Johnsons land in line with the contractual timelines. Public consultation has been carried out on the relocation of the nursery to an alternative site and a planning application is being prepared in accordance with pre-application advice received from the Council.
- 2.30 The revised planning application extends the redline boundary to allow a second roundabout access into the site from the A59, to provide access to the early phases of development ahead of the Withdrawn Land being available and specifically to access the Johnsons Nurseries site early on, to ensure its deliverability. This is shown on the Parameters Plan at Appendix D and proposed modification to DPD Figure 2 at Appendix F. The application is supported by a revised phasing scheme, included in Appendix E showing that phases 1 to 7 can be delivered prior to the need for compulsory purchase.
- 2.31 The new alignment of the circular route which is facilitated by the new access is required to deliver a circulatory road and to cross the railway line at the most suitable given the railway line is located in a cutting at this point, ensuring that the bridge is set at existing ground levels. This in turn has increased some of the development parcels in this area to blend the route with the development,
- 2.32 The application is fully supported by a series of documents including Environmental Statement which demonstrate that the amended site boundary does not result in additional significant effects, notably in relation to highways, landscape, heritage and ecology, including on impact on the SSSI.
- 2.33 As set out in the note at Appendix G, the amendments to the redline boundary and access arrangements provide additional benefits to the scheme which include addressing the highway safety concerns at the junction of the A59 and B6265; addressing the highway safety concerns at the Gilsforth Hill/Station Road junction by closing Station Road to vehicles and making each minor road access a left in/left out arrangement and utilising the new roundabouts; allowing the removal of the Parker Lane road level crossing in line with Network Rail's aspirations from a safety point of view; and providing a circulatory route within the new settlement to ensure it serves to be a vibrant new community in its own right and reduce the potential for rat-running through surrounding villages.
- 2.34 Further to this, the proposed modification results in a significantly higher level of homes to be delivered in the LP period. Based on the CPO note, two trajectories are provided in Appendix C showing that the DPD as drafted, subject to CPO, could theoretically deliver homes by 2031, with only 580 delivered in the plan period, but only if one was to completely ignore the timing constraint of the relocation of Johnson's nursery. The proposed modification enables the existing planning application to be determined, delivery start in two years and over 1,300 homes delivered in the LP period.

- 2.35 This alternative scheme is deliverable by our Client with a relatively modest extension to the eastern boundary. The changes to the boundary are not considered to conflict with the DPD, have no greater impact on the surrounding area and ensure a sound plan. Modifications will be required to Figures 1 and 2 of the DPD to show these boundary changes, as shown in Appendix F. This scheme is the only properly deliverable new settlement scheme and, without the proposed modifications, the DPD is unsound. It is suggested that the Main Modification may require further HRA and/or SEA and/or consultation. This could take place with relatively minimal disruption to the overall Examination programme.

Q2. What evidence has been produced to demonstrate that the proposed mix of uses set out in Policy NS1 are viable and deliverable? What evidence is the indicative internal layout shown in Figure 2 based on?

Policy NS1

- 2.36 The New Settlement is allocated within the adopted LP under Policy DM4. Policy DM4 requires the DPD to address a number of principles and requirements in the design, development and delivery of the New Settlement. The site requirements including the proposed mix of uses provided within adopted policy DM4 are reflected in Policy NS1 of the DPD.
- 2.37 The LP has been through Examination and is adopted. It was the subject of a whole-plan viability testing to demonstrate that the policy requirements would not render development unviable.
- 2.38 An Infrastructure Delivery Plan has also been prepared by the Council which takes account of masterplanning work undertaken for the Site, along with development costs. Further to this, a Viability Assessment (dated December 2022) has been prepared by the Council to demonstrate that the proposed mix of uses is viable and deliverable and considers how changes in costs and values and policies may impact the viability and delivery of the Site.
- 2.39 The outline planning application submitted for the New Settlement by our Client also demonstrates that all of the proposed mix of uses set out in Policy NS1 are viable and deliverable, subject to the necessary modification and CPO.

Figure 2 – Indicative Internal Layout

- 2.40 With regards to the internal layout shown in Figure 2, this is not based on evidence and has been developed separately to the current planning application. The current planning application is based upon a substantial body of technical evidence and constraints information which has not informed the indicative layout in Figure 2. That is one of the reasons why Figure 2 should now be amended.
- 2.41 Including an indicative plan within the DPD can demonstrate broad principles for development of the Site. However as the layout in Figure 2 is not based on evidence, the DPD Figure 2 needs to be amended. If not, it must be made sufficiently clear that it is purely indicative, in which case its utility is limited.
- 2.42 Unless it is amended, reference to the Figure should be removed from Policy NS1 and only referred to within the supporting text.
- 2.43 As discussed under Issue 3 Question 1, we have submitted an amended boundary to make the DPD sound. Figure 2 will also need to be amended to reflect this.

Q3. Should Policy NS1 and/or its supporting text include more detail in relation to the appropriate minimum levels of public transport and the comprehensive walking/cycling route network that the new settlement must provide?

- 2.44 Policy NS1 requires the New Settlement to provide “*appropriate public transport*” and “*a comprehensive network of walking and cycling routes suitable for micro-mobility*”.

- 2.45 Policy DM4 of the LP provides additional information in relation to these matters. In relation to public transport and walking and cycling it requires “*appropriate public transport (services and infrastructure) serving the new settlement including the enhancement and improvement of Cattal and Hammerton rail stations and a comprehensive network of walking and cycling routes linking residential areas to public transport and local centres, schools and employment areas and providing good connectivity with adjoining areas*”.
- 2.46 The appropriate levels of public transport and walking and cycling routes will be determined through the planning application for the New Settlement. The planning application will be required to comply with Policy DM4 and controls can be placed on a grant of outline planning consent to ensure that appropriate public transport and walking and cycling routes which are achievable, deliverable and viable are delivered throughout the whole of the New Settlement.
- 2.47 Policy NS1 does not therefore need to include more detail to make it sound.

Q4. How was the settlement boundary shown in Figure 1 established? Is it justified and based on sound and robust evidence? Were any other reasonable alternatives considered? If not, why not?

- 2.48 The LP identifies a ‘broad location’ for growth of a new settlement. In determining the boundary of the New Settlement within this ‘broad location’, the Council commissioned Gillespies to produce a new settlement concept framework in the Green Hammerton, Kirk Hammerton and Cattal area.
- 2.49 The study undertaken by Gillespies looked at baseline evidence and explored concept options as a starting point to the DPD. The Stage 1/ 2 Inception Baseline Report covered familiarisation and scoping assessment; Stage 3/ 4 covered an emerging vision and objectives, key issues and opportunities review, engagement and options approach. Stage 5 then focused on options generation and assessment of these options. Three options were assessed, with option 3 taken forward in the new settlement DPD.
- 2.50 The settlement boundary based on Option 3 reflects a number of factors including known available land, as well as taking into account physical and topographical factors such as the locations of roads, the railway and consideration of neighbouring villages and heritage assets.
- 2.51 The eastern boundary of the draft new settlement boundary is not based on sound and robust evidence and the Strategic Green Gap which limits this boundary has been arbitrarily drawn. Whilst we agree that a Strategic Green Gap is needed, there isn’t a justified reason for the western boundary of the Strategic Green Gap/eastern boundary of the New Settlement being drawn where it is. The boundary could and should move further east and north-east to allow an amendment to the settlement boundary in this area and to form a new access point, as show on our proposed modifications to DPD Figures 1 and 2 at Appendix F. This is discussed within our response to Question 5 below and within Question 1 above.
- 2.52 Following the withdrawal of previously available land within the proposed new settlement boundary, the Council assessed a number of options for delivery of the New Settlement, one of which included extending the boundary to including additional land to the north, south, east and west. The report is within Appendix B of the North Yorkshire Council Executive Committee Paper (12 December 2023) (SDNS10).
- 2.53 The Study discounted the extension of the new settlement boundary. In relation to extending it to the east, it was concluded that built form within the Strategic Green Gap would have landscape and heritage impacts. This assessment was not however based on a specific boundary and the Council concluded that “significant extensions” would be problematic, including undermining the extent of the green gap which was proposed to ensure the New Settlement was a distinct place, separate from existing communities as to protect more sensitive landscape areas as well as heritage assets.

- 2.54 The notes at Appendices H and I have been prepared by Cotswold Archaeology and FPCR. The note at Appendix I demonstrates that the Strategic Green Gap as depicted in the DPD includes (unnecessarily) more land on its western extent than is required to achieve its objective of preserving the heritage significance of the Conservation Areas and the proposed amendment to the boundary will not undermine this objective, whilst ensuring the delivering of the whole DPD.
- 2.55 The Note at Appendix I demonstrates that there would be no significant adverse landscape or visual effects arising from the proposed modification to the Strategic Green Gap boundary. The land between the settlements would remain rural in character and would maintain and protect a rural setting to the villages.
- 2.56 Our Client's submitted planning application includes an amendment to the settlement boundary in this location and the impacts of this have been fully assessed within the accompanying Environmental Statement. It is demonstrated that an amendment to the settlement boundary in this location would have no additional impacts and specifically in relation to heritage, landscape impact, ecology and highways.
- 2.57 At the time of drafting the DPD, there were no other reasonable alternatives to consider. Since this time, however, land within the draft new settlement boundary has become unavailable and additional land is now required to access the Johnsons Nurseries site at an early phase to enable this land to continue to be available for development.

Given these circumstances, the DPD is now not sound, and a main modification is required to amend the boundary of the New Settlement. As demonstrated within the notes at Appendices G – J, the amendment to the boundary of the Strategic Green Gap would not undermine its objectives.

Q5. How has the extent, scale and purpose of the proposed Strategic Green Gap been determined? Is this approach justified and based on sound and robust evidence? Should the proposed Strategic Green Gap cover a larger area around the proposed settlement boundary?

- 2.58 A Strategic Green Gap Background Paper (SDNS06) was prepared to determine the extent, scale and purpose of the Strategic Green Gap. It sets out that a review of the land surrounding the proposed boundary for Maltkiln was undertaken by the Council's Landscape and Conservation Officers and consultation undertaken with Historic England as well as with the Community Liaison Group.
- 2.59 It is clear from the Strategic Green Gap Paper that the purpose of the Green Gap is to maintain a separation between the New Settlement and existing villages. This is aimed at meeting three purposes, which are repeated in the justification text to Policy NS2 (paragraph 4.9). These are to ensure a stand alone new settlement, prevent coalescence with those settlements and to ensure no harm to the conservation areas.
- 2.60 In defining the boundary, three areas are assessed in the background paper that should form part of the Green Gap, an area to the west of Green Hammerton north of the A59 and areas to the west of Kirk Hammerton to the south to the A59 and south of the railway.
- 2.61 Each area is assessed and reasons given as to why those areas are included within the Green Gap, including reference to views from public rights of way, coalescence, landscape impacts and heritage impacts. The area as a whole was judged as to whether it should be Green Gap, rather than the extent of the area needed to meet the objectives of the Green Gap being defined. This resulted in a large tract of land being included as Green Gap which runs from the edge of the draft new settlement boundary to the existing villages.
- 2.62 As set out within Issue 3 Question 1, our Client is proposing to increase the settlement boundary of Maltkiln to enable its delivery and make the plan sound. This amendment accords with the redline boundary of the outline planning application, which is supported by a series of technical reports

which are provided at Appendices H – K. It is demonstrated by the work undertaken by our Client that the proposed modification of the Strategic Green Gap in this area would continue to meet the objectives of the Green Gap as set out within the justification to Policy NS2 and the Background Paper.

- 2.63 The requirement for the Strategic Green Gap is specifically to protect the neighbouring settlements, therefore there is no requirement or justification to extend this to the north, west or south of the New Settlement.

Q6. How has the historic environment been considered in terms of the formulation of the Master-Planning Design Principles set out in Policy NS3?

- 2.64 We do not wish to respond to this question in writing however reserve the right to respond verbally depending on other responses received.

Q7. Is it sufficiently clear as to who would have responsibility for formulating the detailed masterplan required by Policy NS3? How would Policy NS1 and the master planning process ensure that piecemeal development of the new settlement will be avoided?

- 2.65 Policy NS3 requires that a detailed allocation wide masterplan must be produced and submitted as part of the outline application for the whole site. The inclusion of the wording that it should be submitted as part of the outline application makes it clear that the responsibility lies with the developer of the Site.
- 2.66 Suggested changes to Policy NS1 now require a single outline application for the allocated land to be submitted to ensure a comprehensive approach to site masterplanning and delivery
- 2.67 Our Client has worked closely with the Council and engaged with the local community for a number of years to develop a comprehensive masterplan for the Site. An outline planning application was submitted in 2019 for the New Settlement and this has been amended and refined to ensure deliverability of the New Settlement. As part of the revisions to the application, a detailed masterplan has been submitted along with two Design Codes which provide a set of design rules and parameters which any future detailed design proposal must comply with. The purpose is to ensure a high-quality mixed-use development is delivered across all phases to provide continuity and consistency in quality over time.

Q8. What is the justification for the suggested changes to Policies NS1, NS2 and NS3 and their respective supporting text? Why are they necessary for soundness?

- 2.68 We have no objections to the suggested changes to Policies NS1, NS2 and NS3, except for the following which we do not consider are sound:

Policy NS1 – Final Paragraph of the Policy and supporting text paragraph 4.7

- 2.69 As set out under Issue 3, Question 1, we have concerns over the wording of the final sentence of Policy NS1 and supporting text. Amendments should be made as per our suggestion above.

Policy NS3 – Paragraph 1 of the Policy

- 2.70 Policy NS3 requires a detailed allocation wide masterplan to be produced for the New Settlement in conjunction with the local community and 'other stakeholders' has now been added to the text. Any scheme will be subject to consultation both by developers and the Council, as has been the case throughout the process for the LP, DPD and outline planning application which has been submitted by our Client. This sentence is not necessary for soundness so should be removed from the Policy.

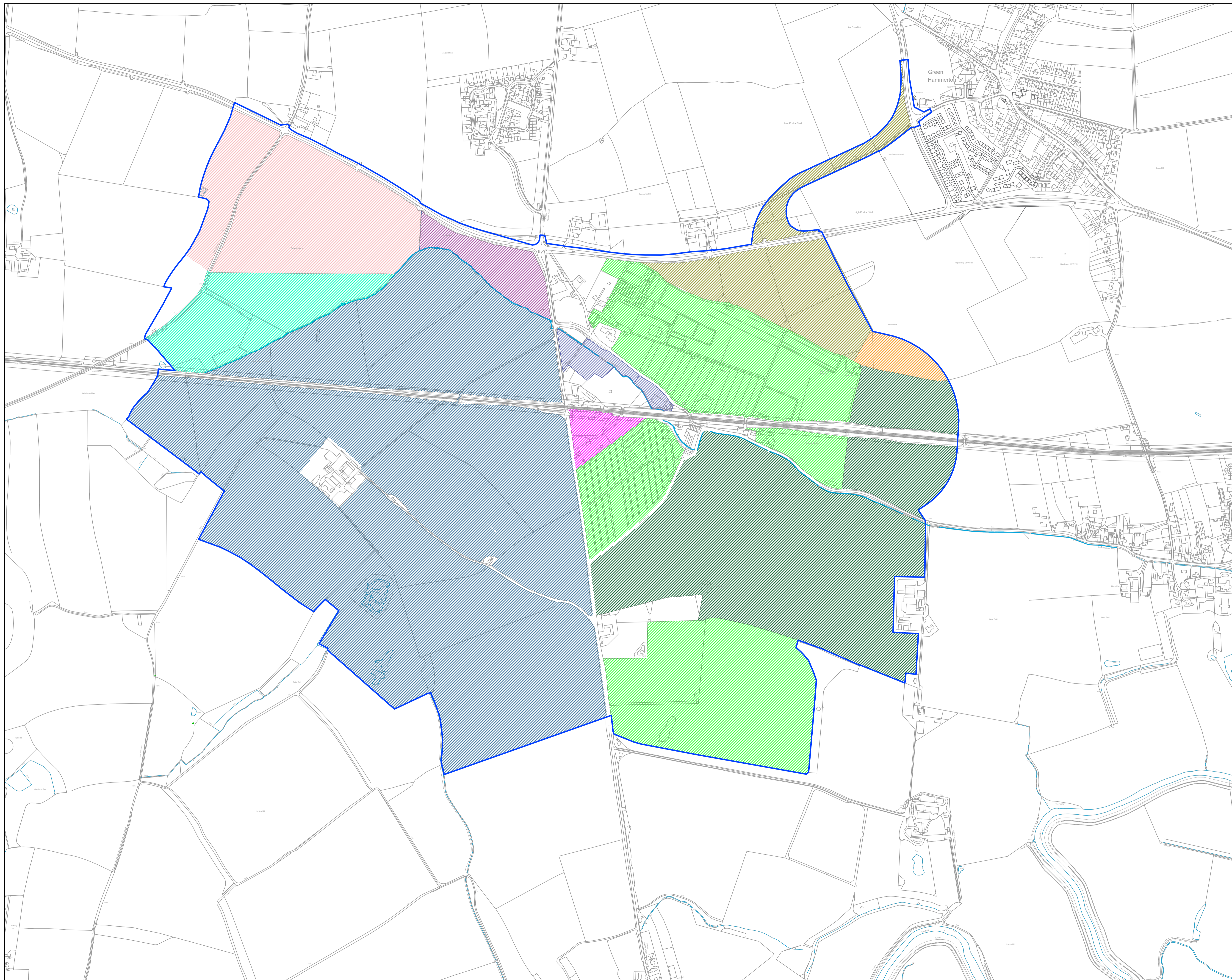
2.71 Policy NS3 Paragraph 2

The sentence 'support the delivery of net zero carbon by 2038' should be deleted from the Policy as the elements regarding net zero within the policy are vague and are addressed within other policies of the DPD.

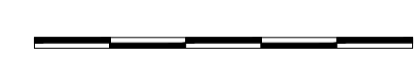
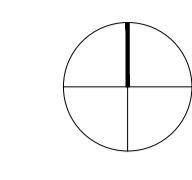
Policy NS3 – Bullet Point 18

- 2.72 The following requirement has been added to Policy NS3: "*Provision of a clear design vision to create high quality, beautiful and sustainable buildings and places*". The term 'beautiful' should be removed from the requirement as this is no longer consistent with emerging national policy and the term 'beautiful' is very subjective.

Appendix A Land Ownership Plan



- Blue outline
- Brown hatched
- Orange hatched
- Green hatched
- Purple hatched
- Dark green hatched
- Blue hatched
- Pink hatched
- Light pink hatched
- Cyan hatched
- Magenta hatched



Appendix B Letter in relation to availability of Johnsons Nurseries land



JOHNSONS NURSERIES

Chris Procter
Oakgate Group Ltd



Friday, August 23, 2024

Dear Chris,

We are writing as the owners of the land identified on the appended plan (our site).

Johnsons Nurseries was established in 1921. Traditionally, our workforce was drawn from this area as we offered secure employment, a practical vocation, a career (not just employment) and an easy commute.

In 1964, John Richardson purchased the business, signifying a period of consistent growth and modest success. The company expanded rapidly – it majored on national sales to landscape projects, civil engineering schemes and independent garden centres nationally. From humble beginnings, the business has grown to be the largest in the niche sector, 'Hardy Nursery Stock'.

The hard work and tenacity of the team have been fundamental in our success, but the availability of a local workforce has been increasingly frustrated by local house prices within an area often referred to as the 'Golden Triangle.'

We are working with Oakgate to promote the site as part of the New Settlement Scheme, Maltkiln, via the Development Plan Document (DPD).

We support the allocation of our site as part of the Maltkiln New Settlement DPD. Our site is available, and we are willing sellers.

We can confirm that we have agreed terms with Oakgate for the sale of the site to become part of the New Settlement scheme, and as such, it is available and deliverable as part of this project.

However, there are some essential factors to be taken into account in this respect:

1. We note that the Local Plan policy DM4 states that the DPD will address the relocation of the existing horticultural nursery as appropriate. Given the location of our land in a reasonably central position in the proposed New Settlement, relocation is inevitable.
2. We have comprehensively searched for a relocation site and contacted multiple potential landowners nearby. Ultimately, only one could accommodate us and offer a suitable site. In the summer of 2020, we secured the contractual ability to acquire a site at Grange Farm, Hopperton, located Southeast of J47 of the A1M. In getting to this position, we have exhausted all other realistic and reasonable options for other relocation sites.
3. We have specific criteria that are essential for the relocation to be able to proceed successfully, including:



www.johnsonsnurseries.co.uk

Johnsons Nurseries Ltd, Head Office, Gilsthwaite Lane, Kirk Hammerton, York, North Yorkshire YO26 8AQ

Registered in England 00616324

VAT No GB 168 9675 93



- a. At least 120 acres
- b. Flat land supporting industry-specific automation
- c. Major water abstraction
- d. Nearby for our existing workforce
- e. In an area that will not cause a nuisance for 24/7 operation
- f. Suitable soil conditions
- g. Excellent transport links
- h. Suitable to obtain planning permission for our use

The site we have chosen is able to meet these criteria, but this has severely limited where we could go to. There is no reasonable prospect of securing another suitable and available site for the relocation to proceed.

4. The terms of the arrangement to acquire the relocation site mean that there is a long stop of February 2026. We have already extended this long stop once, which was a complex process. We have no confidence it would be extended again. We understand the site in question is the subject of interest for other forms of development.
5. We have been unable to invest in our site for over nine years due to the uncertainty of the position regarding relocation. Our business is being frustrated by this, and we are losing out in terms of not being able to progress with our business plans. We are therefore also reluctant to extend the uncertainty by extending our relocation opportunity long stop date.
6. The relocation site acquisition will require us to spend several million pounds. We can only afford to do this from the proceeds of the sale of our current site to become part of the New Settlement. This means we need Oakgate to acquire our site before February 2026 for the relocation to be able to proceed.

From our point of view, there is more than a reasonable prospect that the New Settlement proposals can be developed within the timescales envisaged by the Harrogate Local Plan and the DPD, if our site can be acquired before February 2026. If it cannot, there is less than a reasonable prospect of our site being available in the foreseeable future.

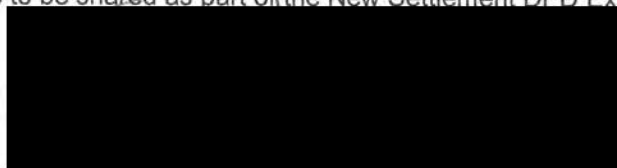
As a local business owner and lifelong village resident, I believe the opportunity for some affordable housing and local amenities offers the prospect of 'progress'. There is perhaps the glimmer of re-introducing some 'soul' back into a community which has essentially become a sterile commuter settlement with residents in various stages of transition.

In 2023, Johnsons Nurseries employed 135 permanent employees and up to 70 more seasonal workers. Business sales rose to £19 million from sites and infrastructure that had never contemplated an operation of this scale.

The opportunity to start again on a new purpose-built consolidated site will revolutionise plant handling and production and be the catalyst for future expansion and increased security for the existing workforce and their dependents.

This letter intends to be shared as part of the New Settlement DPD Examination in Public.

Yours sincerely



Graham Richardson
Group Managing Director



Appendix C Note on CPO timeframes and new settlement delivery trajectory

Compulsory Purchase Order Process

This note sets out the Compulsory Purchase Order (CPO) process and associated timescales. It is prepared to inform the estimated timescales for the delivery of development within the proposed new settlement in the circumstances where a CPO would be required.

The proposed boundary of the new settlement is shown in draft in the New Settlement DPD however since withdrawal of the land of one of the landowners from the new settlement, a CPO now seems to be necessary.

Table 1 below sets out the stages of the CPO process and estimated timings associated with each stage. These timings are based upon our own professional experience.

We have also undertaken an analysis of a range of (19) examples of schemes which have been through the CPO process (contained at Appendix 1). These examples have been through the inquiry process and the time taken from the CPO being made to the CPO being confirmed is taken from the CPO Inspectors Reports and Decisions for each example. It is appreciated that they are indicative and fact specific and as such different circumstances will result in different timelines.

Table 1: Steps involved in the CPO Process

Stage	Steps involved
CPO Preparation (circa 6 – 9 months)	Collation and review of existing title information. Preparation of Statement of Reasons. Approval from relevant council executives or committees to proceed with the CPO. Serve requisition for information notices (timeframe for any objections to the requisition for information notice is usually 21 days). Preparation of first draft CPO documents. Gathering and collating supporting documents. Drafting statutory certificates to be submitted with the CPO. Submission of draft CPO papers to Planning Casework Unit for checking prior to formal submission. Making of the CPO and serving notices.

Compulsory Purchase Order Process

Stage	Steps involved
Statutory period for objections (minimum 21 days)	Period for objections to be set out in the notice. Minimum of 21 days from the date the notice is served, displayed or first published.
Making of CPO to decision, including referral to SoS (circa 12 months)	Receiving objections. Negotiating with any objectors. If valid CPO objections are received, an inquiry will be scheduled. Following the inquiry, the Inspector will prepare a report which is then considered by the SoS or confirming minister for approval.
Notices Served (1 month)	Publication and notices
Appeal period to the High Court (6 weeks)	6-week JR challenge period.

Example CPOs and Timescales

The table within Appendix 1 provides examples of recent CPOs which have been through the inquiry process, and the time it has taken from the CPO being made to the CPO being recommended to be confirmed. These dates are taken from the CPO Inspectors Reports.

The timescales set out in table 1 above indicate that it is likely to take circa 6-9 months to prepare the CPO, however given there is only one landowner involved in this case, it is realistic to assume that this could be reduced to 4 months.

As can be seen from the table of examples within Appendix 1, the average timeframe from the CPO being made to being confirmed is 12 months. There would then be a circa 2 month period for serving CPO notices and 6-week JR period.

Therefore, from preparation of the CPO to the CPO being confirmed, we would estimate, taking a positive approach (the process could take longer), the likely best case timeframe is circa 18 months. The negotiation and acquisition of the Dent land would follow thereafter, such process involving additional time.

New Settlement Delivery

As shown within the trajectory attached at Appendix 2, should the DPD boundary not be amended, then it is reasonable to assume (taking a positive approach) that the delivery of the first dwelling within the new settlement will not be until mid-2031 at the earliest which would result in the delivery of circa 580 dwellings within the plan period.

This is in comparison to delivery of the first dwelling towards the end of 2026 should the DPD boundary be amended, resulting in the delivery of 1303 dwellings in the plan period.

Compulsory Purchase Order Process

The adopted Local Plan requires a minimum of 13,377 new homes to be delivered over the plan period (2014-2035). A key component to the Council achieving its housing requirement is the delivery of 1,000 new dwellings within the new settlement in the plan period.

Appendix 1: CPO Timescales Examples

Reference	CPO purpose	No. Of Objectors (if known)	Date CPO made	Inquiry dates	CPO decision date	Time between CPO being made and decision (months)	Total time from preparation to decision*	Decision
APP/PCU/CPOP H4315/3313438	To facilitate the carrying out of development, redevelopment or improvement on or in relation to such land to enable the delivery of a comprehensive mixed-use development comprising residential units; commercial, retail and food and drink uses; an improved bus station and community and learning uses, together with associated access and infrastructure, servicing, parking, public realm and landscaping – St Helens Town Centre	1	9 th December 2022	1 (8 th August 2023)	23 rd August 2023	8m	22m	Allowed
APP/PCU/CPOP/E5 330/3298747	Facilitating the development, redevelopment or improvement of land at Woolwich Exchange, Woolwich (being land bound by Plumstead Road, Woolwich New Road, Spray Street and Burrage Road) consisting of demolition, clearance of the land, other enabling works and the construction, erection, and improvement of new and existing buildings, structures and land to provide a comprehensive mixed use development comprising residential dwellings, commercial, business and service uses, community uses, drinking establishments, assembly and leisure uses, new and enhanced public realm, hard and soft landscaping, highway works, car parking, access works, servicing arrangements, plant, infrastructure and other associated works	20 when inquiry opened 15 at close of inquiry	22 nd April 2022	6 (7-8 th & 14-15 th February & 22 nd -23 rd March 2023 and closed on 24 th March 2023)	12 th July 2023	13m	17m	Allowed
APP/PCU/CPOP/L3 245/3303534 400-045-043	The purposes of the Order are to facilitate the delivery of a mixed-use development comprising residential accommodation, together with the commercial, business and service uses being a key element of the wider regeneration of Shrewsbury Flaxmill Maltings which the acquiring authority considers will contribute to the promotion or improvement of the economic, social and environmental well-being of the area.	1	8 th June 2022	N/A	3 rd March 2023	8m	12m	Allowed
PCU/CPOP/T0355/3 295397 200-011-509	Facilitating the carrying out of development, redevelopment or improvement on or in relation to the land, namely a mixed use development comprising a mixture of employment, residential, retail, leisure, community and elderly care homes in the heart of Maidenhead town centre, together with improvements to the public realm and open space	11	22 nd February 2022	3 (26 th – 28 th October 2022)	3 rd January 2023	10m	14m	Refused
APP/PCU/CPOP/H0 738/3293043	Facilitating the development, redevelopment and improvement of land within the town centre of Stockton-on-Tees through a comprehensive regeneration scheme delivering retail, leisure and public realm improvements, including the demolition of the Castlegate Shopping Centre, hotel and multistorey car park and the erection of new, mixed use buildings, creation of urban park, performance space and pavilions, which will contribute to the promotion and improvement of the economic, social and environmental wellbeing of the acquiring authority's area.	2	3 rd February 2022	1 (17 th August 2022)	3 rd October 2022	8m	12m	Allowed
APP/PCU/CPOH/A5 270/3289084 200-012-550	The purposes of acquisition are to facilitate the comprehensive redevelopment and improvement of The Green, Southall to contribute to the promotion and improvement of the economic, social and wellbeing of the area.	23	22 nd November 2021	7 (11-14 th & 18-20 th October 2022)	19 th April 2023	17m	21m	Allowed
PCU/CPOP/D0840/ 3282181	Facilitating the development and improvement of the land for the provision of a new multi-user trail between Perranporth and Newquay	3	10 th August 2021	1 (5 April 2022)	13 th April 2022	8m	22m	Allowed
APP/PCU/CPOP/J2 373/3278098 400-044-681	to facilitate its development or improvement on or in relation to the land to secure the demolition of existing buildings on the order lands and the replacement of those buildings with the development of a major entertainment centre together with associated multi-storey car park and public realm thereby achieving the promotion or improvement of the economic social or environmental well-being of the area.	1	14 th June 2021	N/A	30 th September 2022	15m	19m	Allowed
APP/PCU/CPOP/T3 725/3268581 200-012-629	The Order is to secure the land for the purpose of development, re-development or improvement through:- a) The conversion of two listed buildings into affordable housing and the construction of 8-10 affordable homes which is likely to contribute to the achievement of the promotion or improvement of the economic, social or environmental well-being of the acquiring authority's area; and b) Executing works to facilitate the development or use of the land.	1	14 th January 2021	1 (7 th September)	22 nd September 2021	20m	24m	Allowed
APP/PCU/CPOP/A5 270/3269083 200-012-562	facilitate the carrying out of development on or in relation to the land, or otherwise required for the purposes of carrying out demolition of existing buildings to facilitate development, redevelopment or improvement on or in relation to the land together with implementation of associated infrastructure and services thereby achieving the promotion and/or improvement of the economic, social and environmental wellbeing of the area.	1	22 nd December 2020	4 (16 th November 2022, 18 th , 19 th and 31 st January 2023)	2 nd May 2023	28m	32m	Allowed
APP/PCU/CPOP/V1 505/3258817 200-012-542	The purposes of the Order are to acquire compulsorily the land the subject of the Order in order to facilitate the delivery of the next (third) phase of the comprehensive redevelopment and renewal of the Craylands Estate in Basildon.	0	19 th August 2020	1 (30 th June 2021)	24 th August 2021	12m	16m	Allowed
PCU/CPOP/T0355/3 260438	Royal Borough of Windsor and Maidenhead facilitate 'the carrying out of development, redevelopment or improvement on or in relation to the land comprising the demolition of existing buildings and the erection of new buildings and structures to provide a comprehensive mixed-use scheme comprising new residential dwellings, office space, commercial space and associated landscaping and public realm works ...'.	1	7 th September 2020	1 (28 th June 2021)	19 th July 2021	10m	14m	Allowed
APP/PCU/CPOP/L3 245/3252791 400-044-682	facilitate the carrying out of development, redevelopment or improvement of that land including by the delivery of a car parking area to serve the refurbished Shrewsbury Flaxmill Maltings	0	7 th April 2020	N/A	7 th April 2021	12m	16m	Allowed
APP/PCU/CPOP/V4 250/3240917 200-012-640	The purpose of the Order is to facilitate the carrying out of development, re-development or improvement in relation to land at Wigan to contribute to the promotion or improvement of the economic, social and environmental wellbeing of the surrounding residential area.	1	17 th October 2019	2 (8 th and 9 th October)	25 th November 2020	13m	17m	Allowed
PCU/CPOP/H5950/ 3230250 200-012-584	to facilitate the comprehensive redevelopment of land in and around Oakshaw Road, Atheldene Road, Waverton Road and Garratt Lane, SW18 to provide new residential units, a new health centre, pharmacy and commercial units together with the provision of landscaping, enhanced pedestrian routes and associated car parking and cycle parking.	0	16 th May 2019	1 (14 th January 2020)	12 th February 2020	9m	13m	Allowed
APP/CPOP/J4605/3 218764 200-012-627	to facilitate a new mixed use residential led development to serve as the Athletes' Village for the 2022 Commonwealth Games and subsequently to convert to mixed tenure housing, commercial premises, and community/leisure facilities; a new bus depot with associated car parking, highway improvements (including cycle lane), public transport infrastructure improvements (including improvements to Perry Barr Rail Station and Bus interchange) and associated works to assist the regeneration of Perry Barr.	19 when inquiry opened Unknown at close	7 th December 2018	2 (2 nd -3 rd July. Closed 17 th July)	11 th September 2019	9m	13m	Allowed
PCU/CPOP/M2270/ 3211220 200-012-616	providing for the comprehensive development, redevelopment or improvement on or in relation to the land comprising the redevelopment of the Mount Pleasant and Great Hall car parks, part of Calverley Grounds including the dental surgery known as The Lodge to provide a new theatre, a new civic centre for the Council, new Grade A offices, improved car park provision, a new public square and improvements to the public realm at the junction of Mount Pleasant Road and Mount Pleasant Avenue for the likely achievement of significant social, economic and environmental benefits for the acquiring authority's area; and b: executing works to facilitate the development or use of the land.	16	20 th August 2018	Commenced 4 th February 2019 – no end date stated	3 rd May 2019	8m	12m	Allowed
APP/NPCU/CPO/N5 090/76927 200-007-606	Facilitating development, redevelopment and improvement by way of a mixed-use scheme comprising: commercial, retail, residential, hotel, conference and leisure development; community facilities; car parking, infrastructure and highway works; new rail station, station buildings, railway sidings, rail stabling facilities and associated rail infrastructure; rail freight facilities; a waste transfer facility; and public realm and environmental improvement works, thereby contributing towards the promotion and/or the improvement of the economic, social and environmental well-being of the area.	2	7 th September 2016	4 (5 th September – 7 th September & 13 th September 2017)	15 th May 2018	20m	24m	Allowed
NPCU/CPO/U5360/ 73393 200-002-971	The purpose of the Order is to facilitate the carrying out of development, redevelopment or improvement of the land for the provision of residential dwellings, landscaping and associated infrastructure.	3	27 th January 2014	4 (29 th /30 th July & 1 st /5 th August 2014)	13 th November 2014	9m	13m	Allowed
Average timescales from CPO being made to CPO being confirmed						12m		
Average timescales from CPO preparation to CPO being confirmed							21.5m	

*total time from preparation is based on a 9 month preparation period (taken from the evidence in the main CPO note), plus the time from CPO being made to being confirmed (as set out within the Inspectors Reports)

Appendix 2: Maltkiln New Settlement Trajectories

The table below sets out the following trajectories:

- 1 - Trajectory as set out within the adopted Harrogate District Local Plan, which shows delivery from 2024/25
- 2 - Trajectory should the boundary within the DPD not be amended
- 3 - Trajectory should the boundary within the DPD be amended

Housing numbers shown for the 'Local Plan Trajectory' in the table below are taken from the Harrogate District Local Plan

Housing numbers shown for the trajectories based on the DPD with and without an amendment are based on Caddick's delivery programme

Note on planning application timescale assumptions below:

The Lichfields Start to Finish 3 shows an average 5 year planning approval period for sites over 2,000 dwellings.

This is broken down as 2.5 years for outline consent (from submission to determination) and 1.5 years for reserved matters consent (from submission to determination).

We have reduced these timescales down based on work which has been undertaken to date. The following assumptions are made in the table below:

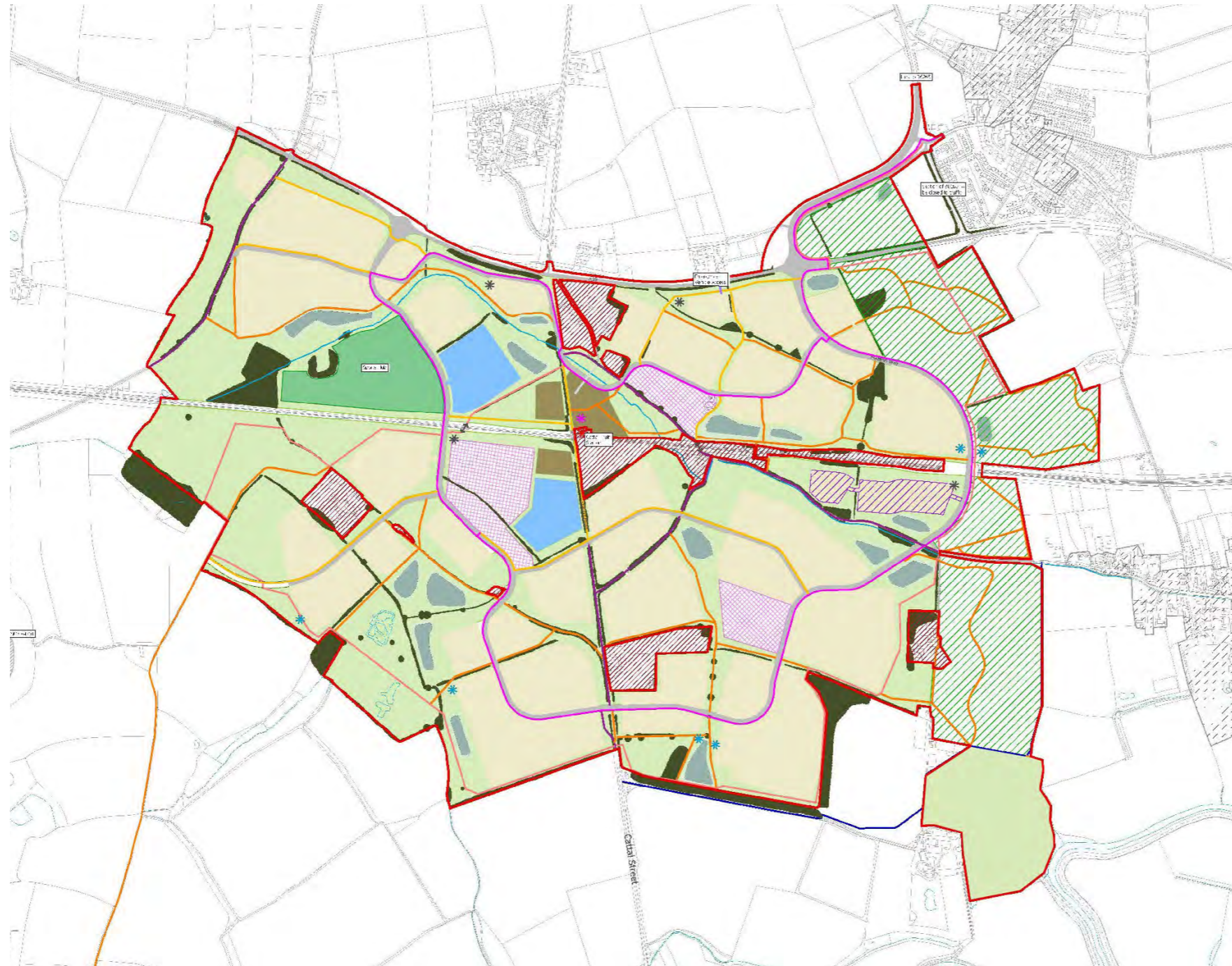
(a) 1.5 years for the preparation, submission and determination of an outline application should a revised application be required if the DPD boundary is not amended (9 months preparation and 9 months determination period)

(b) 1.5 years for the preparation, submission and determination of a reserved matters application (9 months preparation and 9 months determination period)

Stage	2024				2025				2026				2027				2028				2029				2030				2031				2032				2033				2034				2035				Total Estimated Completions to 2035
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4					
1. Local Plan Trajectory					90				90				100				100				100				100				100				100				100				100				100				1080
2. Timescales should the DPD not be amended																																																	
Adoption of DPD, plus 6 week challenge period																																																	
Preparation of revised planning application																																																	
Planning application determination period, up to resolution to grant planning permission																																																	
Negotiation of S106 agreement																																																	
CPO Preparation (4 months)																																																	
CPO made/ objection period (minimum 21 days)																																																	
CPO made to CPO decision (12 months)																																																	
CPO notices (1 month)																																																	
CPO JR period (6 weeks)																																																	
Preparation, submission and determination of reserved matters																																																	
Planning to delivery period																																																	
Delivery of dwellings																									90				100				100				140				150				580				
3. Timescales should the DPD boundary be amended																																																	
Adoption of DPD																																																	
Determination of outline application																																																	
Phase 1 full planning application																																																	
Planning to delivery period																																																	
Delivery of dwellings													15				100				140				150				150				148				150				150				1303				

Appendix D Updated application parameter plan


-  Development Area (incl. self build)
c.107.3ha
-  Self Build Area
c. 3.27 ha
-  Local Centre (incl. car park)
c.3.3ha
-  Existing Pub and Car Park Location
-  Existing and Retained Crossing Point
-  Closed Level Crossing with New Bridge Replacement
-  Emergency Vehicle Access
-  Employment
c.5.9ha
-  Energy Hub Indicative Location
-  Education
c.11.1ha
-  Roads
c. 17.5ha
-  Other (incl. land north of A59, railway line and potential south-west road connection)
c. 6.4ha
-  Proposed Drainage
(subject to detailed design)
-  Drainage Pump Indicative Location
(subject to detailed design)
-  Strategic Gap
c. 58.4ha
-  Sports Hub
c.7.5ha
-  Open Space (incl. additional play areas, SuDS and "quiet lanes")
c. 125.9ha
-  Existing Planting to be Retained
-  Existing Bridleway
-  Proposed Bridleway
(includes a c.2m footpath)
-  Existing Public Right of Way
-  Segregated footway / cycleway
-  Existing road downgraded to "quiet lane"
-  Existing Road
-  Recreational path
-  Shared footway/cycleway
-  Temporary pathway to station
-  Existing watercourse
-  Site of Importance for Nature Conservation (SINC)
-  Conservation Area



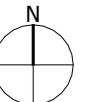
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Revision	Date	Drn	Ckd

LEGEND

 Red Line Boundary
c.343.6ha

Appendix D



Project
Maltkiln New Settlement
 North Yorkshire
 Drawing Title
Parameter Plan

Date	Scale	Drawn by	Check by
05.09.2024	nts @A3	JF	MW
Project No	Drawing No	Revision	
333100194	EH-M-IND-DWG10	B	



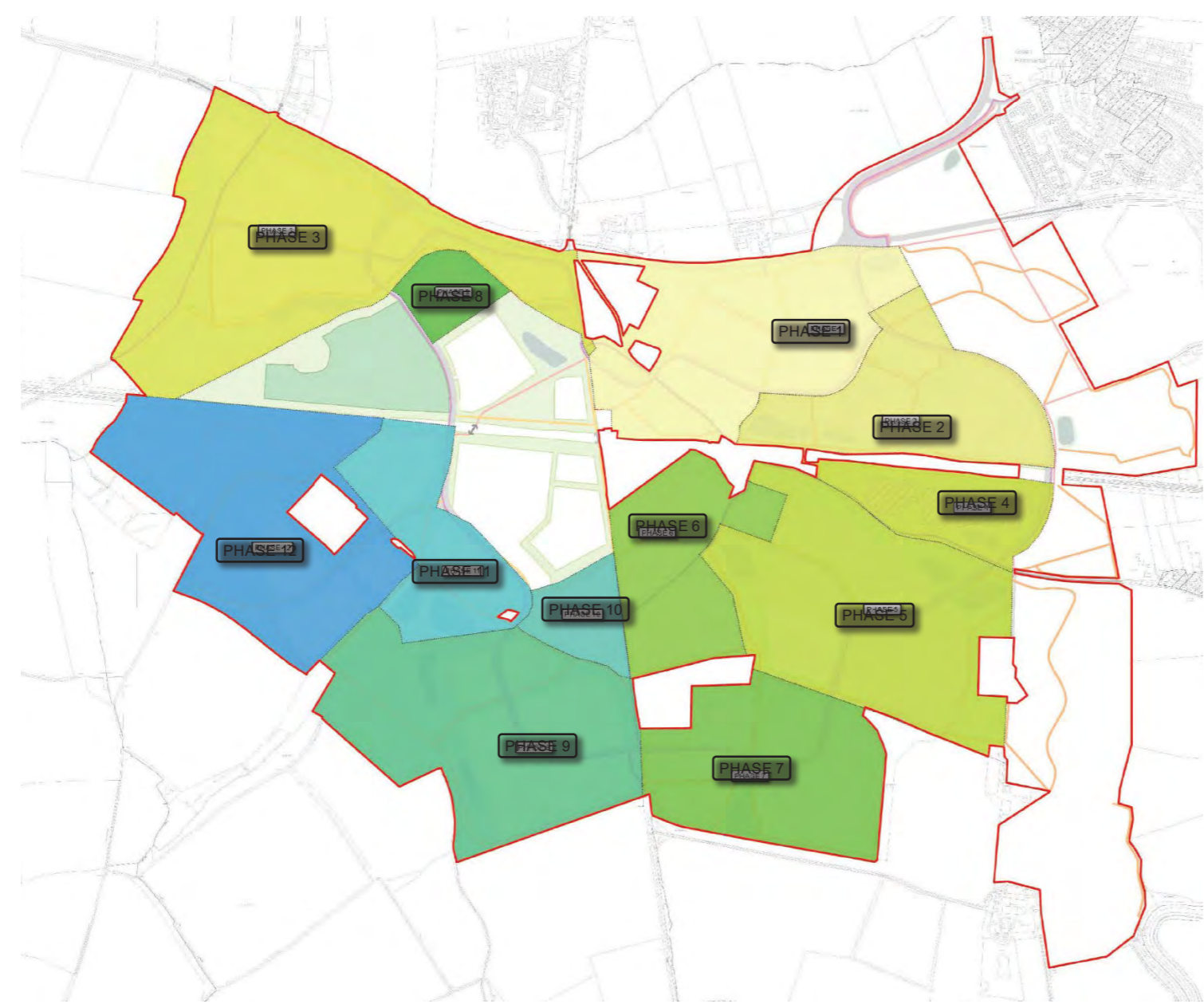
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Appendix E Updated application phasing plan

LEGEND

- Phase 1
- Phase 2
- Phase 3
- Phase 4
- Phase 5
- Phase 6
- Phase 7
- Phase 8
- Phase 9
- Phase 10
- Phase 11
- Phase 12



Appendix E



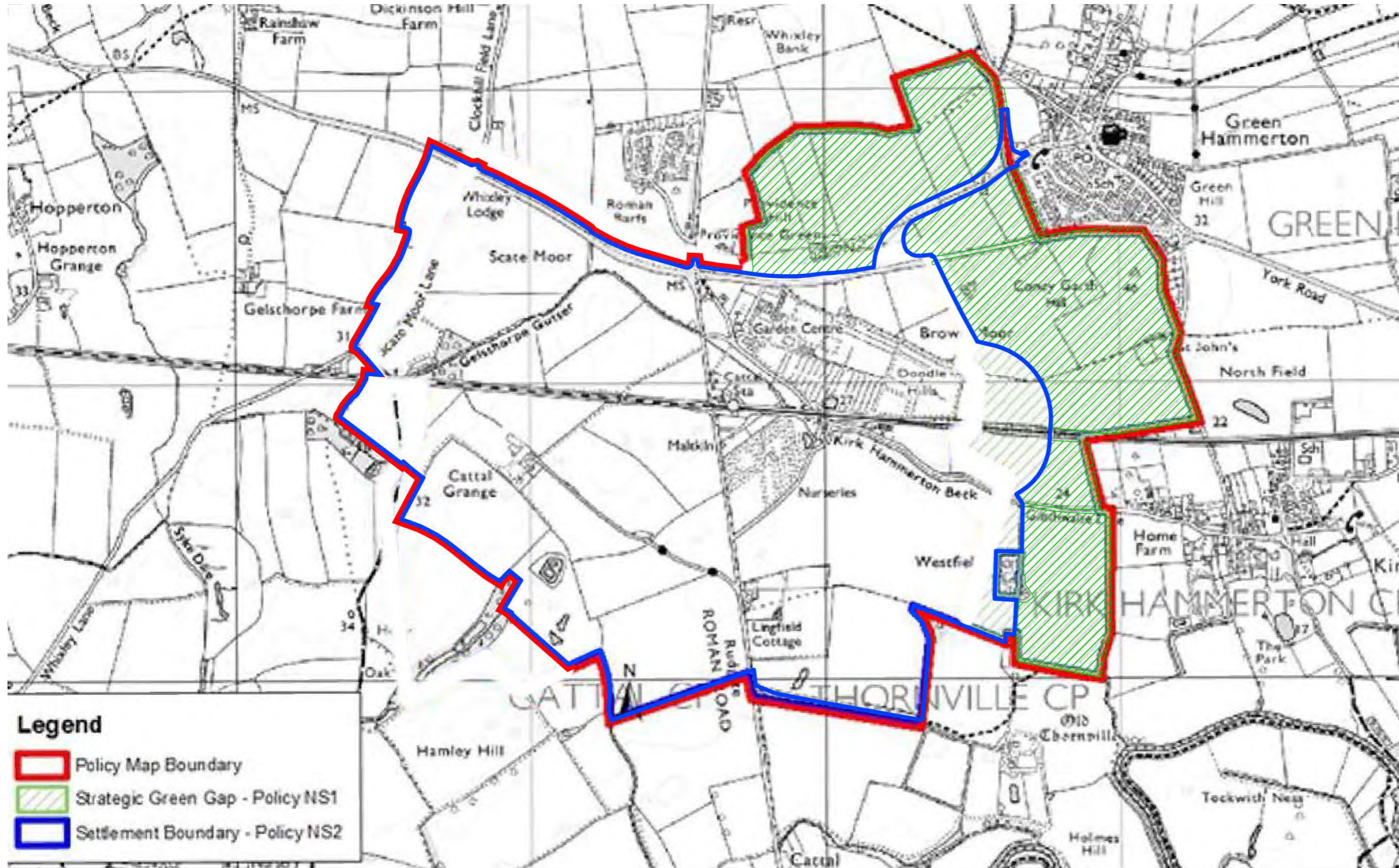
Project
Malkiln New Settlement
 North Yorkshire
 Drawing Title
Revised Phasing Plan

Date	Scale	Drawn by	Check by
05.09.2024	nts @A3	JF	MW
Project No	Drawing No	Revision	
333100194	EH-M-IND-DWG13	/	

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Appendix F Proposed modifications to DPD Figures 1 and 2



LEGEND

- Policy map boundary
- Settlement boundary (as proposed)
- Strategic green gap

Legend

- Policy Map Boundary
- Strategic Green Gap - Policy NS1
- Settlement Boundary - Policy NS2

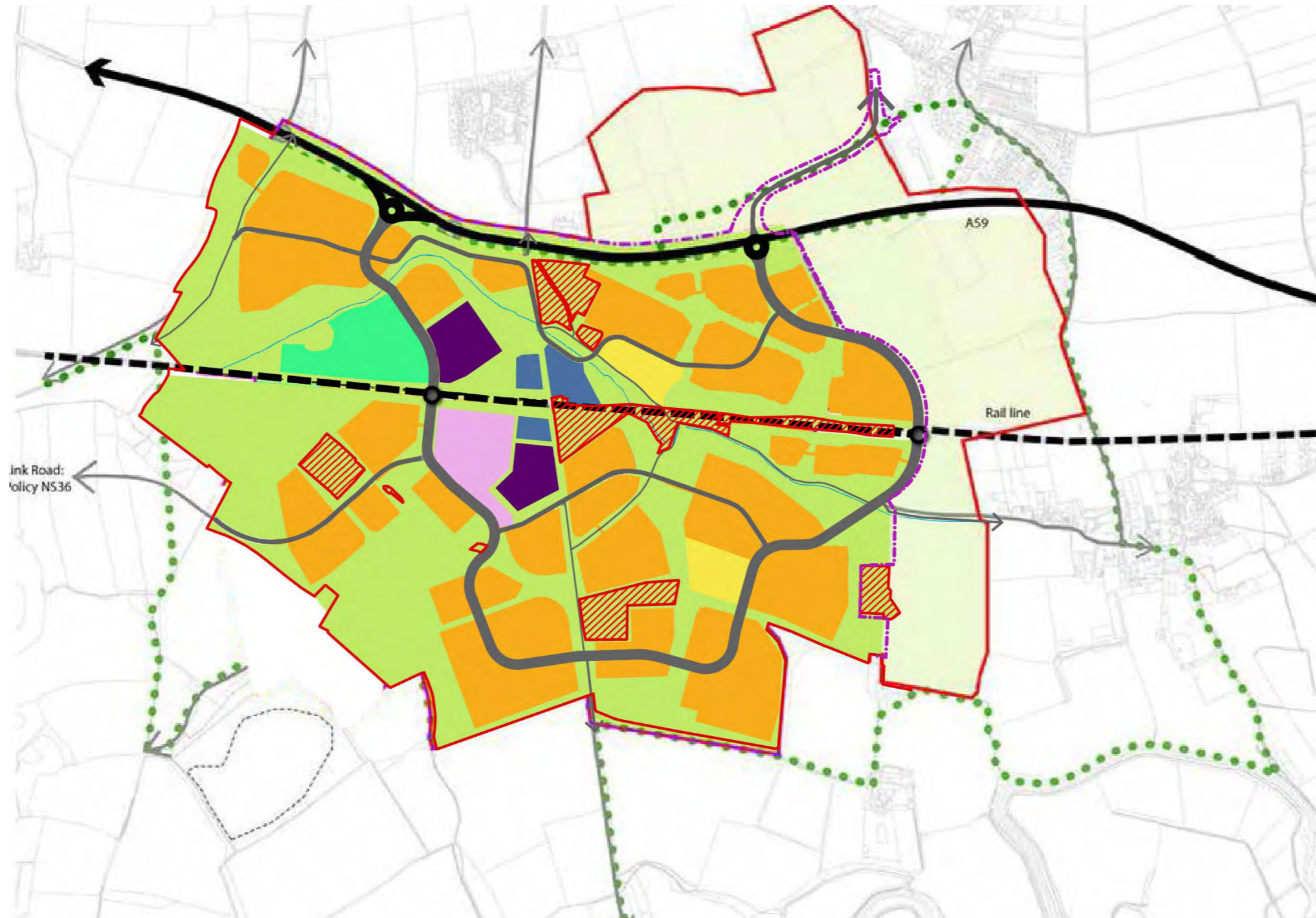
Appendix F

Project
Maltkiln New Settlement
 North Yorkshire
 Drawing Title
Proposed Modification to
 DPD Figure 1
 Date 05.09.2024 Scale NTS @A3 Drawn by JF Check by MW
 Project No 333100194 Drawing No EH-M-IND-DWG07 Revision A

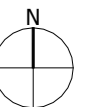
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LEGEND

- Policy boundary
- Settlement boundary (as proposed)
- Residential
- Employment
- Local centre
- Primary school
- Secondary school
- Greenspace/open space
- Sport pitches
- Green loop
- Strategic green gap



Appendix F



Project
Maltkiln New Settlement
 North Yorkshire

Drawing Title
Proposed Modification to
 DPD Figure 2

Date	Scale	Drawn by	Check by
05.09.2024	NTS @A3	SM	MW
Project No	Drawing No	Revision	
333100194	EH-M-IND-DWG09	C	



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Appendix G Technical Note on Highways Access, Safety, Sustainable and Active Travel

Maltkiln New Settlement

Review of DPD and New Proposals

Highway Access, Deliverability Safety, Sustainable & Active Travel

September 2024

The purpose of this statement is to review the proposals for the Maltkiln New Settlement contained within the North Yorkshire Council New Settlement (Maltkiln) Development Plan Document, Regulation 19 Submission Draft (the 'DPD').

The DPD contains a masterplan for the settlement which differs from that proposed by Oakgate Yorkshire Ltd and Caddick Developments Ltd, who aim to develop the Site, as shown on Figure 1 in Annex A of this document. A planning application has been submitted to North Yorkshire Council ('NYC', ref 19/00017/EIAMAJ the 'Application') which, in its July 2024 revised form, sets out full details of the proposed development, and is supported by a suite of technical assessments, including a Transport Assessment and Travel Plan, completed by Milestone Transport Planning ('MTP'). Oakgate Yorkshire Ltd and Caddick Developments Ltd propose that the DPD is Modified to reflect the revised Application.

MTP have been commissioned to review the highways and transportation concerns associated with delivering the New Settlement as proposed in the DPD and the solution to those concerns which also delivers highways benefits associated with the layout proposed within the revised Application instead of that within the DPD. Where key issues to that end have been identified, these are highlighted in **bold and underlined**.

Overview of Highways and Transportation Differences

The DPD layout includes two new roundabouts on the A59 to access the new settlement. These are both west of the existing A59 / Station Road / Gilsforth Hill junction, known locally as 'the Whixley Crossroads'. The revised Application and our client's DPD Modification proposes one new access roundabout on either side (east and west) of that crossroads (see Figure 2)

As part of the revised Application proposals, the land to the east of the DPD's boundary, south of the A59, is included for development. A new road is introduced from the newly proposed eastern A59 roundabout through this land, southwards, forming the boundary of the revised Application and crossing the railway line adjacent to an existing farm track bridge.

Both layouts (revised Application and DPD) include a link from the A59, west of the Whixley Crossroads southwards over the railway line, but the revised Application layout allows for the two A59 roundabouts to be connected in a 'loop', via an additional new rail bridge (as shown in Figure 2).

As part of the revised Application proposals, a new active travel link to Green Hammerton is proposed from the eastern A59 roundabout, including a 'Pegasus' signalised crossing of the A59, whereas the DPD proposes this link alongside the A59 with no priority crossing given to active travel users of the new route (as shown in Figure 3).

Alongside this active travel link, a new road is proposed within the revised Application layout to connect the Site to the B6265, with the existing A59 / B6265 T-junction closed. The DPD proposes to replace that existing T-junction with a further new roundabout on the A59 that would require the use of third party land that is outside the control of both NYC and the Applicant, and which doesn't provide a direct active travel link to the site.

Finally, the DPD proposes the downgrading of the Whixley Crossroads to a T-junction arrangement, whereas the revised Application includes for staged improvement, ultimately resulting in it being restricted to a 'left in / left out' arrangement for traffic, with a signalised pedestrian and cycle crossing to the west, delivered in the first stage of the junction upgrade, followed by closure of the southern access to all vehicles.

The DPD, as proposed, doesn't allow any opportunity for early access to the eastern part of the New Settlement and as others will explain, this creates severe development delivery issues. To address those delivery issues, and bring a series of other benefits that are set out in this note, the eastern access from the A59, and consequential optimum alignment of the loop road is proposed to remedy the unsoundness of the current DPD proposals.

Highway Access & Safety

The principles of highway access and safety established within the DPD are supported, being based upon an overarching vision of promoting road safety, ensuring operational efficiency and minimising impacts on surrounding settlements as well as the local and strategic road networks surrounding the Site.

Draft Policy NS36 sets out the framework for Highway Mitigation and Improvements to be delivered by the new settlement. This identifies, in the supporting justification (para. 10.42), two principal accesses onto the A59 to the north of the settlement (see Figure 2).

The DPD proposals show both principal accesses onto the A59 to the west of the existing Whixley Crossroads. This produces a lack of access immediately into the eastern part of the New Settlement and, in addition, the skewed nature of the principal access arrangements results in longer journey distances / times for access to / from the eastern part of the Site. Through the course of consideration of the current planning application (which when submitted was fully aligned with the draft DPD) concerns were also raised by NYC regarding the potential rat-running through Kirk Hammerton village as this was potential a quicker / shorter route to the A59 that using the A59 junctions to the west of the existing Whixley Crossroads, particularly for trips to / from the east & north, **contrary to Draft Policies NS2 and NS13.**

The Application proposals have responded to these concerns by providing a **balanced principal access strategy** with the introduction of a roundabout junction to the east of the Whixley Crossroads that would replace the roundabout junction towards the far western boundary of the Site at Scate Moor Lane, thereby retaining two principal accesses onto the A59, as per Draft Policy NS36 (see Figure 2).

This solution addresses development delivery problems, traffic circulation concerns and greatly assists in reducing the potential for rat running. As discussed below it also provides a remedy to several safety concerns with the DPD scheme as drafted.

The location for the new eastern roundabout provides for **greater separation between the site accesses than proposed within the DPD.** Not only will lead to reduced delay on the primary road network of the A59, the eastern roundabout is located in a less visually intrusive location, with the link road to the south following the contours of the surrounding land and crossing the railway adjacent to an existing railway bridge - minimising the associated gradients along the route, the earthworks that are required to construct it and both the resultant visual and environmental impacts.

The new eastern roundabout promoted by Oakgate Yorkshire Ltd also includes the provision of a new link road, extending to the north and east that will connect to the B6265 Boroughbridge Road at Harrogate Road, Green Hammerton.

The existing A59 / B6265 junction has an existing road safety and capacity issue, which is predicted to get worse as a result of the new settlement. In the past five years, there have been three recorded Personal Injury Collisions (PIC) at the junction, and traffic analysis of its capacity shows that there is already an issue with traffic attempting to turn out of the junction. Delays of 58 seconds per vehicle are to be expected by 2026, which may contribute to drivers taking more risks, potentially contributing towards the existing PIC records. When more traffic uses the junction, as a consequence of the proposed development, delays extend to over 400 seconds per vehicle, which will clearly cause further driver frustration, potentially leading to further PICs occurring.

The revised Application and DPD proposed Modification proposals deliver a comprehensive solution to the issue. They involve closing the junction entirely and rerouting traffic to the new eastern roundabout, which has been specifically designed to accommodate the future traffic scenario. The comparable delays for drivers is predicted to be around five seconds per vehicle, therefore addressing both the existing road safety and future capacity concerns, and the with a net reduction of one junction from the

A59 corridor. This would not be possible with the DPD scheme proposals, which are **contrary to Draft Policy NS36.**

The inclusion of roundabouts on either side of the Whixley Crossroads, as now proposed in the revised Application and the DPD proposed Modification, also allows for a more comprehensive improvement to that junction to be undertaken.

The existing junction arrangement is considered a road safety concern by NYC, and whilst only one PIC has occurred in the past five years, six have occurred in the last ten years. In capacity terms, the junction is struggling by 2026, with delays for traffic on both side roads of up to 260 seconds per vehicle. Again, this is likely to be contributing to the road safety issue that NYC have highlighted. The submitted DPD attempts to solve this by removing the southern arm of the junction (Station Road) and diverts traffic through the 'Dent land', to the two new A59 roundabouts located to the west. It does not alter the northern arm, Gilsforth Hill, and analysis shows that the side roads will fail to operate by the completion of the development (delays over 1,700 seconds per vehicle).

The revised Application proposes a three-stage improvement to the Whixley Crossroads, with a link between Station Road and the eastern A59 roundabout delivered in Phase 2 of the development - encouraging traffic away from the constrained crossroads arrangement, **which cannot be achieved within the DPD arrangement.** Upon completion of the A59 western roundabout (currently proposed in Phase 3 of the development), a further link is provided to Station Road, and the Whixley Crossroads is amended to a T-junction, as in the DPD.

The additional benefit of the revised Application and the DPD proposed Modification is that, as the new settlement is delivered and traffic flows on the A59 increase, the T-junction can be further amended to a 'left in / left out' arrangement, with Whixley traffic able to 'U-turn' at either roundabout. The analysis of this arrangement shows that driver delay is reduced to 14 seconds per vehicle - clearly significantly lower than in the DPD proposals. This improvement would lead to a further road safety improvement and completely address the existing safety problem, **which cannot be achieved with the DPD proposals.**

The provision of a second vehicular railway crossing in the Application layout addresses NYC's concerns over the resilience of a single crossing point, as proposed in the DPD layout. The second vehicular bridge will not only provide an alternative route for vehicles, spreading the 'load' of traffic across two crossings, it also provides an alternative should one be blocked / unavailable, for any reason - **something not possible in the DPD layout.**

This second, eastern, bridge offers the opportunity to close further 'at grade' crossings of the railway line, specifically the Parker Lane level crossing, located east of the revised Application and DPD boundary. Network Rail have a strategic policy to remove vehicular traffic from existing level crossings to improve the reliability and safety of the rail network - the DPD layout allows for three railway crossings to be shut / downgraded, whereas the Application layout allows for four (see Figure 4). The Application layout clearly **complies more fully with NS33 than the DPD layout.**

As set out above, a further benefit of the more balanced approach to the A59 junctions proposed within the revised Application also means that there is less opportunity for traffic to 'rat run' through the neighbouring villages. NYC have highlighted significant concern with the DPD's impact on Kirk Hammerton, for example, with residents on the south-eastern side of the new settlement wishing to drive to York being asked to travel north-west, over the railway line to the A59, to then travel back east again, rather than 'rat running' through the village. **This would results in the DPD clearly being in conflict with Draft Policy NS36,** which requires junction improvements at Gilswaite Lane (the route to Kirk Hammerton), but does not advocate additional traffic using it.

The Application would create a high quality and direct alternative to the route through Kirk Hammerton, coupled with 'green lane' restrictions on the existing route to that village, further reducing its attractiveness to new residents. **The DPD layout cannot achieve this level of 'protection' for the local villages, contrary to DPD Draft Policy NS2 (paragraph 4.9) and Draft Policy NS16.**

In summary, the balanced principal access strategy onto the A59 corridor now promoted as part of the Application and proposed DPD Modification addresses a significant soundness delivery concern and provides a number of significant benefits over and above the DPD layout. It addresses:

- The ability to provide access into the eastern part of the New Settlement and consequently not inhibit delivery of development for reasons associated with the need to relocate the Johnsons Nursary operation, as explained by others, and
- Fixes the start of the proposed circulatory road link, which in turn then follows an optimum alignment essentially fixed by the optimum location of the rail crossing to keep that crossing on a bridge that is at grade with the surrounding landscape and at a location of an existing rail crossing that can be incorporated into the new one, and
- This in turn leads to greater equalisation of vehicular traffic distribution between the two principal accesses leading to less impact on through movements on the A59 corridor, and
- Better orientation of the internal road hierarchy within the settlement towards the higher order A59 east-west corridor, mitigating the potential impact of external movements arising from the new settlement on Cattal Bridge and Hunsingore to the south and west, and
- The introduction of a 2nd crossing of the York / Harrogate railway line, providing greater resilience for access to / from the settlement, and
- The opportunity to address the significant road safety issues at the Whixley crossroads by removing cross vehicular movements on Station Road (Cattal) and Gilsforth Hill (Whixley) and to provide controlled crossing facilities for active travel users, and
- Utilising the roundabout junctions that form the two principal accesses either side of the Whixley Crossroads, the opportunity also exists to restrict retained turning movements to / from Gilsforth Hill to left in / left out only, providing greater resilience in terms of future capacity alongside significant safety improvement through reducing conflicting movements, and
- A significantly shorter / quicker route to the A59 from the eastern side of the settlement, removing rat running through Kirk Hammerton village, reinforced by 'Green Lane' calming measures on Gilsthwaite Lane to the east of the settlement, and
- Providing a safe access to the A59 corridor for both Whixley and Green Hammerton villages.

Sustainable & Active Travel Strategy

The revised Application proposals also now respond fully to the principles and draft Policies established in the DPD.

The overarching vision and objectives of ensuring that the New Settlement is designed and developed to reduce the need to travel (Draft Policy NS37) alongside maximising opportunities for sustainable travel both within and beyond its boundaries to neighbouring communities (Policies NS30-NS34) are now able to be fully met with the revised Application and proposed DPD Modification

The starting point for the revised Application proposals has been to ensure that attractive, direct, and legible active travel connections between the neighbourhoods, the local centre, Cattal Station, open space and sports provision, is achieved, and that this is at the top of the hierarchy of movement within the settlement, in accordance with Draft Policy NS30, as shown on the plan attached as Annex 2 to this Note.

These active travel connections will include a combination of segregated and shared formal footways and cycleways interspersed with the downgrading of existing, established rural lanes to 'Quiet Lanes' as well as a comprehensive network of informal recreational paths and bridleways through the open space areas.

In accordance with Draft Policy NS31, priority will be given to active travel connections where they cross key vehicular routes within the settlement. Streets are also designed to be permeable to active travel users, connecting formal and informal active travel connections throughout the settlement.

The segregated footway / cycleway facilities will follow a circular route through the heart of the Site, adjacent to Maltkiln Way connecting the settlement centre / Cattal Station with its proposed Gilsthwaite, Thornville, The Grange and Gelsthorpe neighbourhoods.

Likewise, the bridleway enhancement will provide a circular route connecting into the existing Rights of Way to the south-west of Great Scate Moor Wood. The circular bridleway route directly responds to Draft Policy NS31 and provides connections to Kirk Hammerton via Gilsthwaite Lane (downgraded to a Quiet Lane in the new masterplan proposals) and Green Hammerton (and beyond) with the provision of a Pegasus Crossing over the A59 at the eastern roundabout. This crossing point is facilitated by the reduced vehicular speeds enforced by the new eastern roundabout, and therefore **cannot be provided in the DPD layout - contrary to Draft Policy NS31.**

These circular routes within the new masterplan are now realised through the provision of the second bridge crossing of the Harrogate - York railway line.

As part of the new masterplan proposals, discussions have also advanced with Network Rail regarding the provision of an active travel bridge at Cattal station, in accordance with Draft Policies NS31 and NS33. The active travel bridge will be delivered in conjunction with the closure of the level crossing to vehicular traffic that will not only provide accessible connectivity with the station platforms but will also provide an accessible crossing for active travel users between the south of the settlement and Maltkiln Centre. It has also been agreed in principle that the provision of a car park facility for rail users will be delivered in the early phases of development, as required under Draft Policy NS33.

From the plan at Annex 1 it is noted that at key intersections of the active travel connections, mini-mobility hubs, in accordance with the Travel Demand Management requirements of Draft Policy NS37, will be delivered that provide a combination of e-bike hire facilities, bicycle repair facilities, last-mile delivery lockers, EV car club facilities and digital passenger information / personalised travel planning facilities. The mini mobility hubs will be corporately branded and distinguishable to users. All dwellings within Maltkiln will be within 300m of a mini mobility hub.

External to the Site, the new Application proposals will deliver the following in accordance with Draft Policies NS30 and NS31, **over and above that of the DPD layout:**

- A Pegasus Crossing on the A59 to the east of the eastern roundabout that will accommodate walking, cycling, micro-mobility users and equestrian users.
- A Toucan Crossing on the A59 to the west of Whixley crossroads connecting walking, cycling and micro-mobility users to / from Station Road (Cattal) and Gilsforth Hill (Whixley).
- A multi-user corridor (walking, cycling, micro-mobility users and equestrian users) alongside the B6525 link road and improved crossing facilities on Harrogate Road (Green Hammerton), east of the B6525.
- The conversion of Scate Moor Lane, Cattal Street, Gilsthwaite Lane (including the section east of Maltkiln Way towards Kirk Hammerton) to Quiet Lanes.
- Connections to existing Rights of Way footpaths east of Cattal Street and north of Gilsthwaite Lane and the bridleway to the south-west of Great Scate Moor Wood.

High quality public transport provision is also at the heart of the new masterplan proposals, as illustrated on the plan included as Annex 3. In accordance with Draft Policy NS34, a strategy has been developed for bus penetration along the key highway corridors within the settlement with regular bus stops, ensuring that all dwellings will be within 400m of the bus routes.

As shown on the plan at Annex 3, the intention is that the major bus stops will be provided with high quality, branded and distinguishable passenger waiting facilities with real-time information, interlinked with the mini mobility hubs.

Agreement in principle has been reached with officers at NYC on the phased implementation of regular bus services to multiple destinations. Initial proposals for the 'Maltkiln Connections' services are anticipated to link Knaresborough, Boroughbridge, Wetherby and York, through the new settlement, by

using the two new vehicular bridges - **something not possible in the DPD layout, contrary to Draft Policy NS34.**

Deliverability and Phasing

The revised Application proposes the development of the north-eastern 'quadrant' of the new settlement first, developing the eastern A59 access roundabout as part of the first phase of development, and connecting to Station Road and the railway station within the first two phases. This allows the introduction of comprehensive active travel and public transport links early in the build out of the settlement.

The DPD layout, cannot deliver such early interventions, leading to a convoluted highways and transportation layout being necessary for a number of years, **contrary to Policies NS3 and NS5.**

Summary and Conclusion

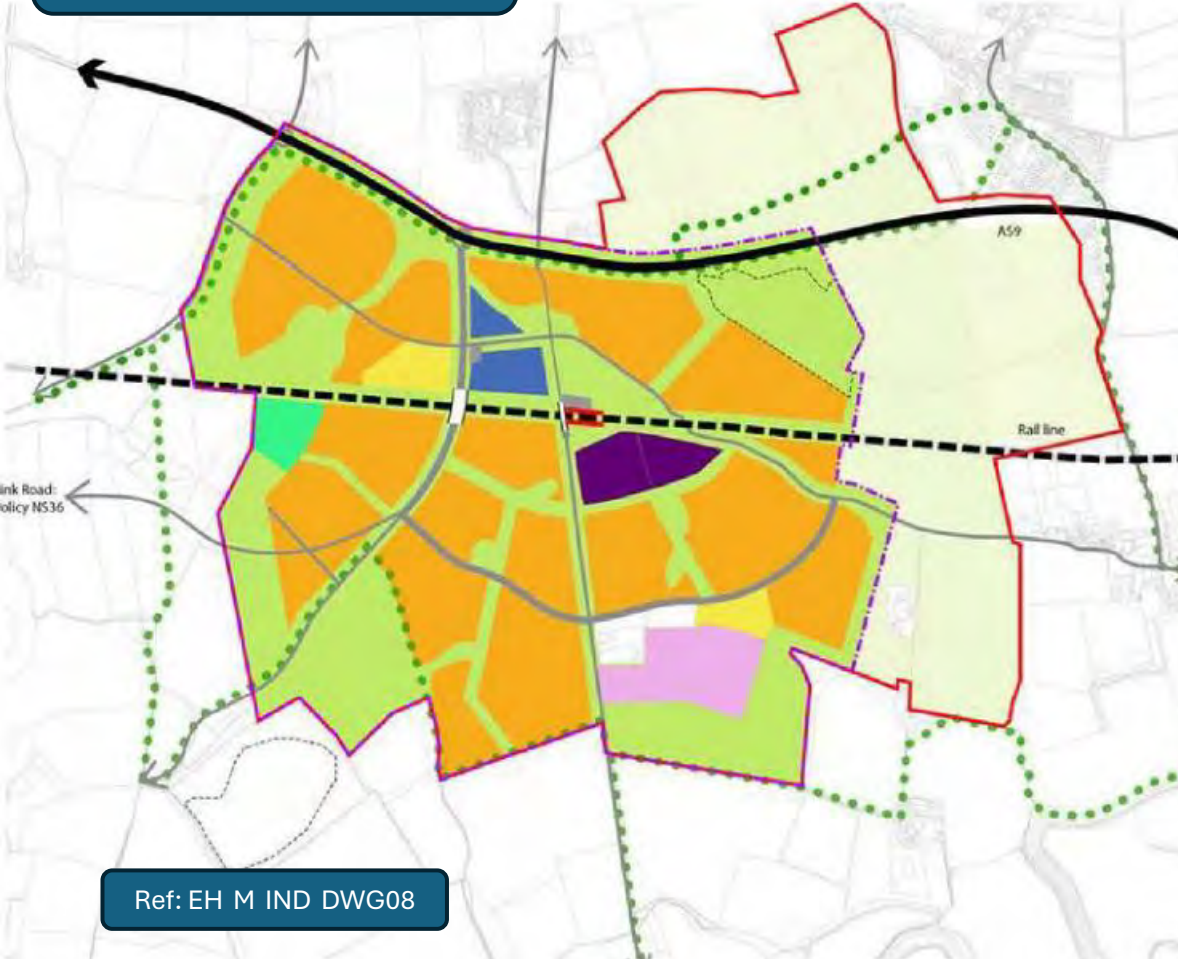
This Note has outlined the key differences between the DPD and revised Application/DPD Modification layouts proposed for the new Maltkiln Settlement, in highways and transportation terms.

It is clear that the DPD layout cannot properly comply with its own draft Policies, whereas the revised Application layout not only meets every Draft Policy on highways and sustainable travel, but it also provides a significant additional benefit in a number of areas and unlocks a severe delivery concern, as further explained by others.

As such, it is clear that, with the inclusion of the DPD layout, the DPD cannot be considered sound. However, replacing this with the revised Application layout addresses all the concerns cited herein, and would allow an Inspector to find the DPD fit for purpose and sound.

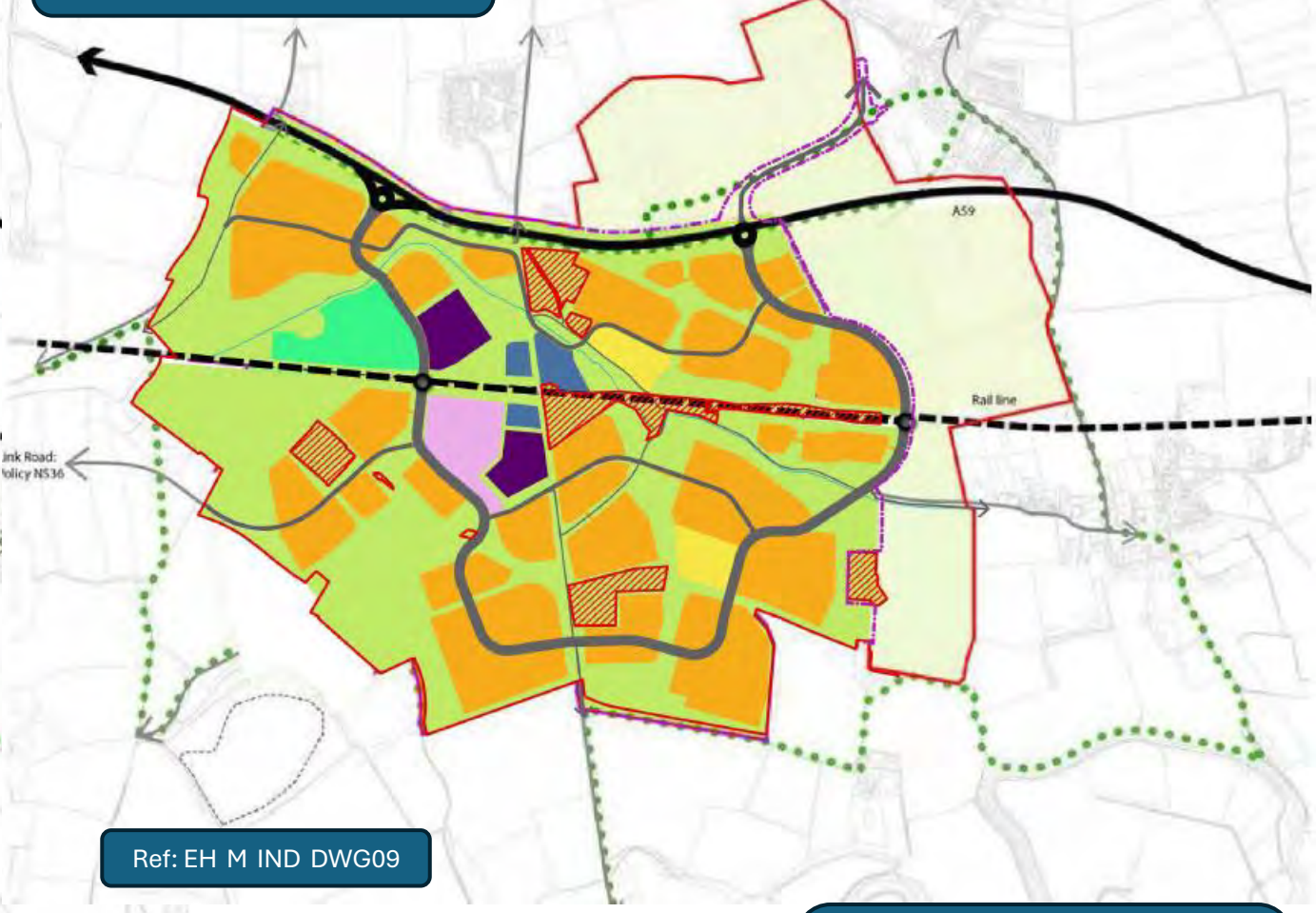
Annex 1

Malkiln New Settlement
DPD Figure 2



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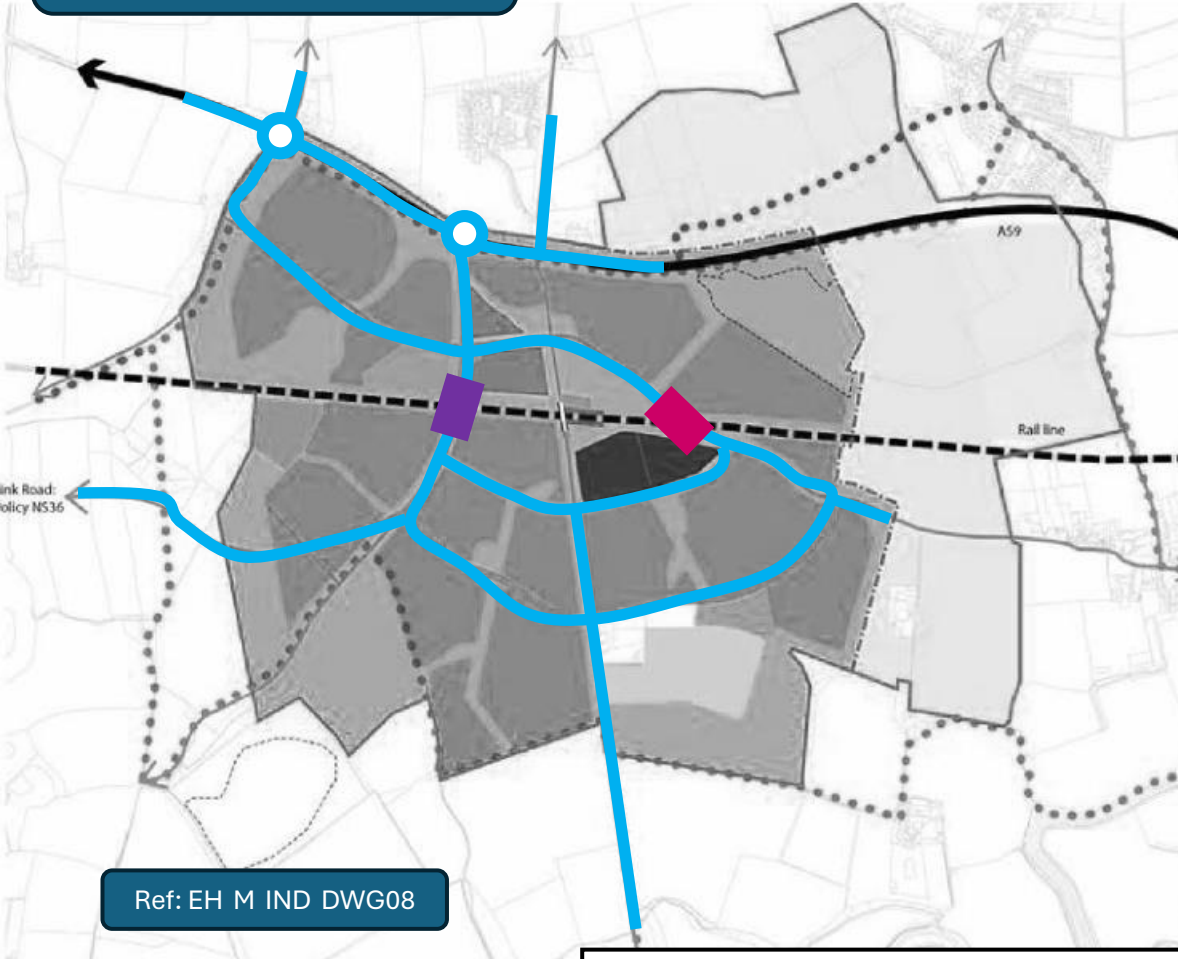
Malkiln New Settlement
Proposed Alternative



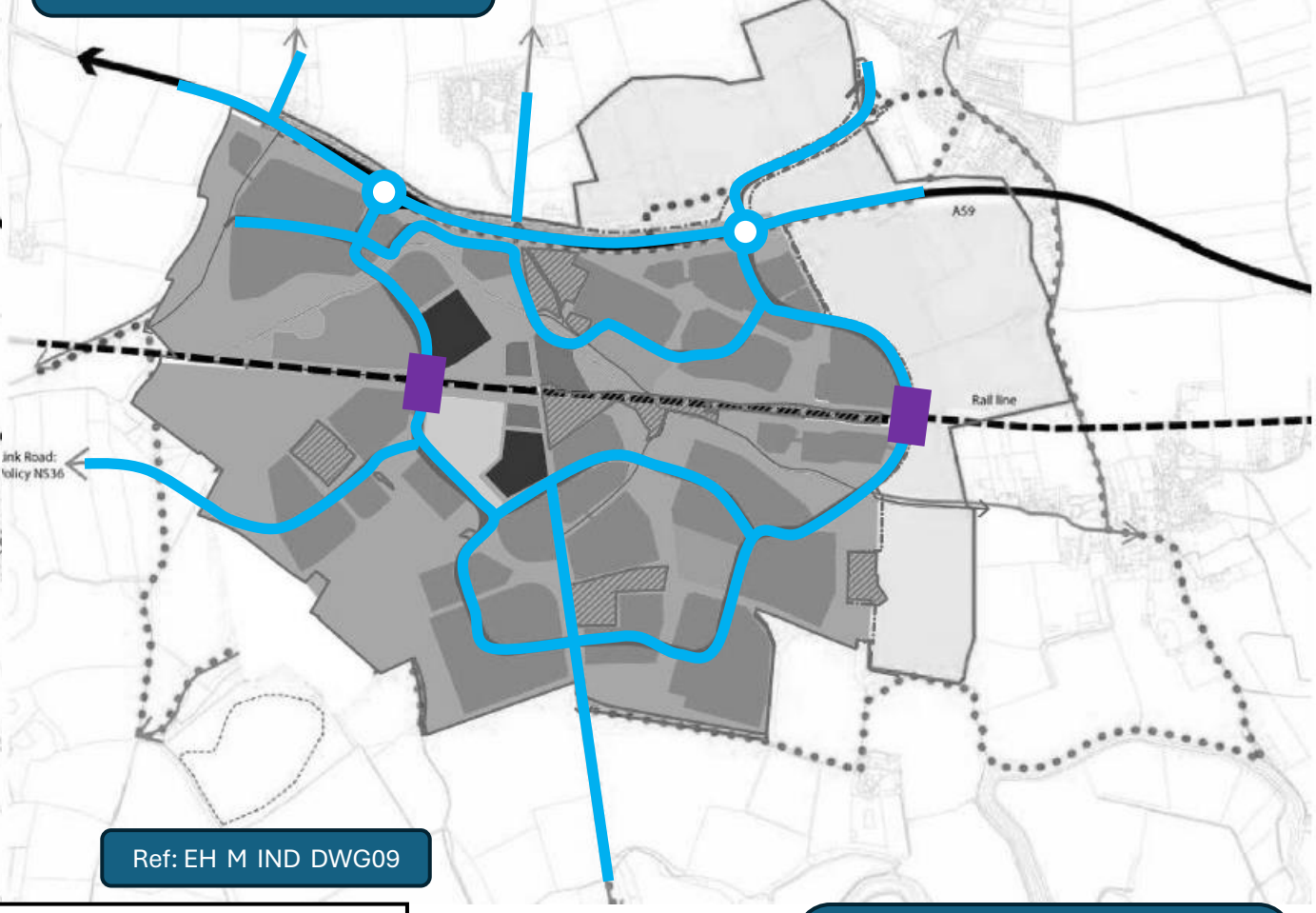
Ref: EH M IND DWG09

Figure 1
Masterplan Comparison

Malkiln New Settlement
DPD Figure 2



Malkiln New Settlement
Proposed Alternative



Ref: EH M IND DWG08

Ref: EH M IND DWG09

Key




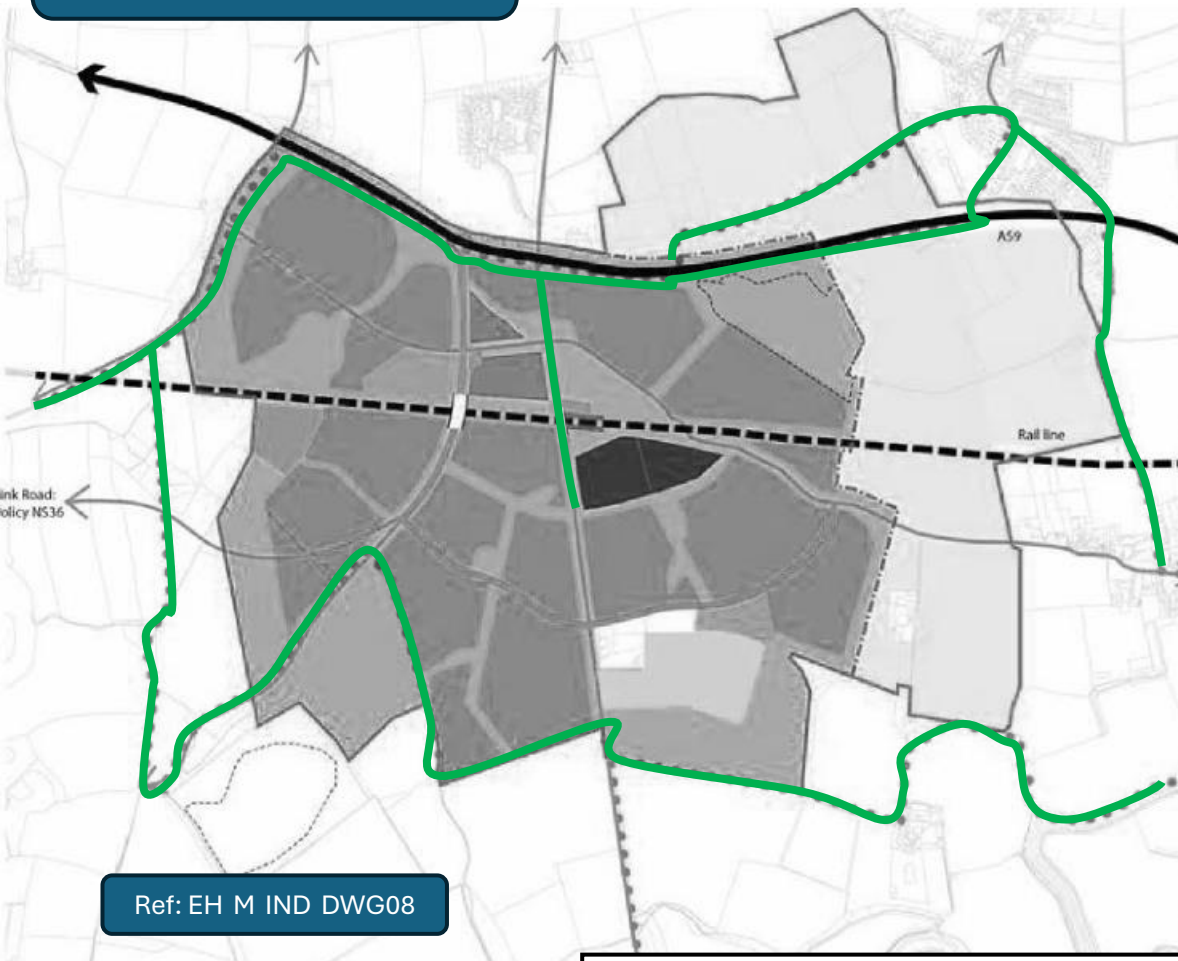
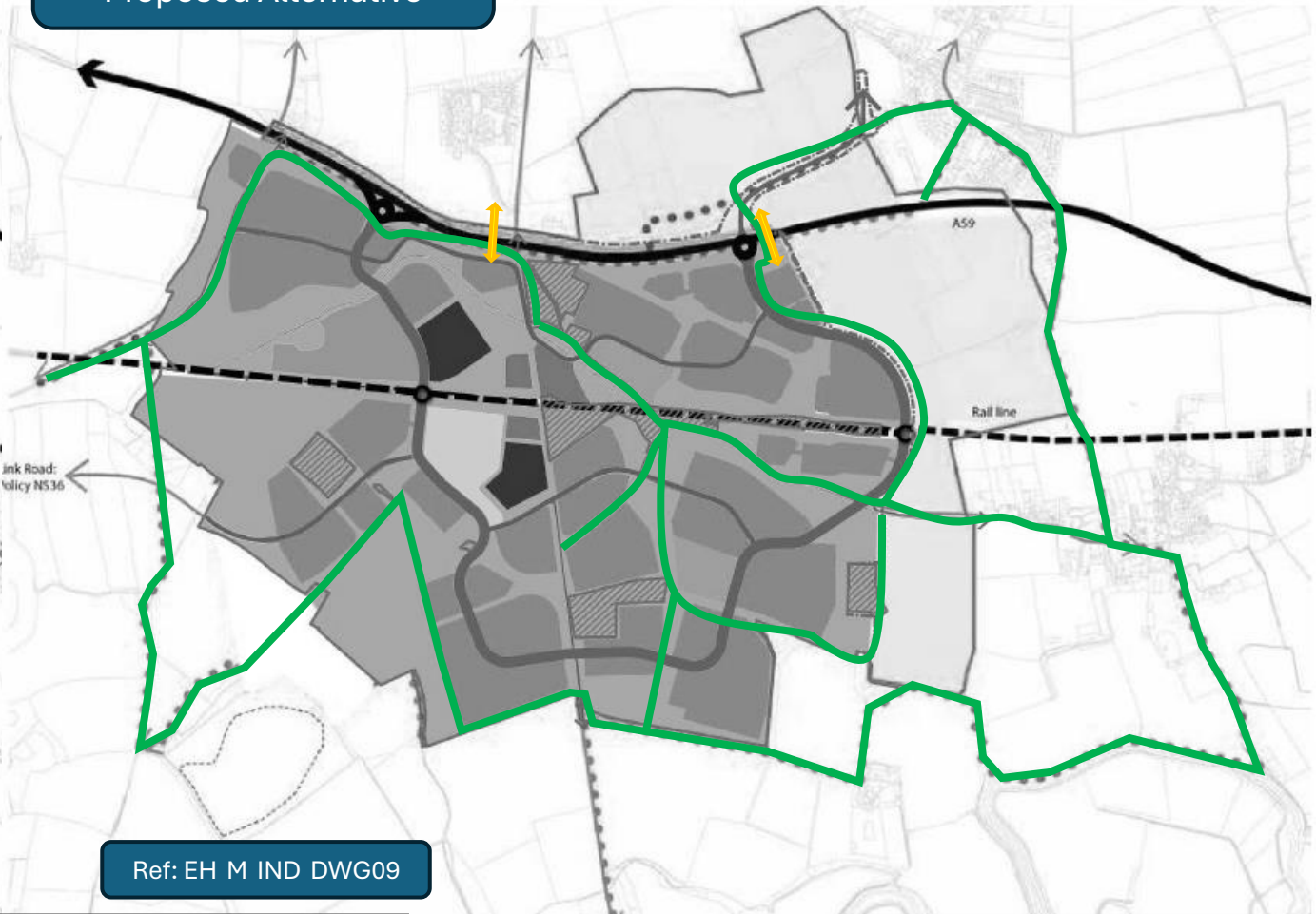
 Main Road Network	 Bridge Retained for Traffic
 New Bridge	

Figure 2
Main Road Networks

Malkiln New Settlement
DPD Figure 2



Malkiln New Settlement
Proposed Alternative

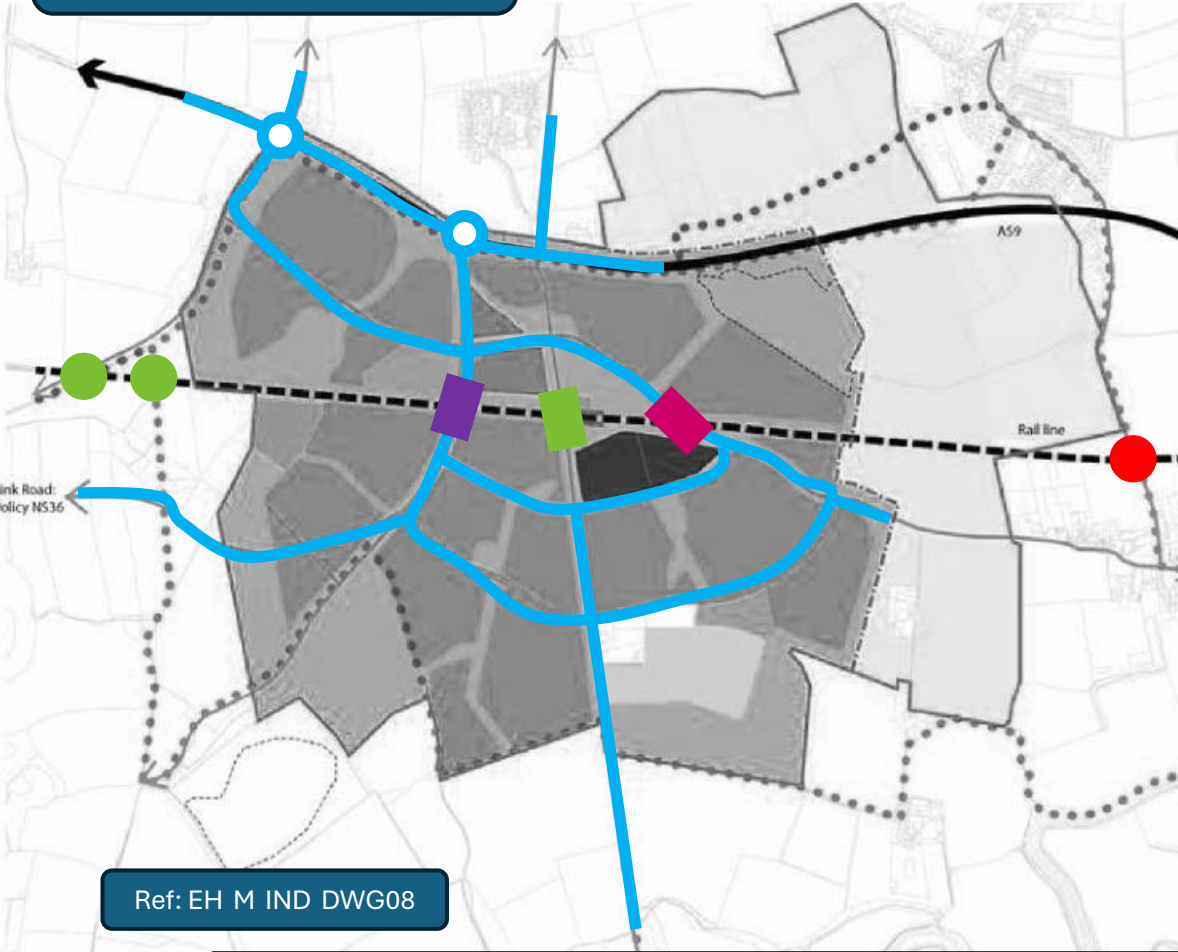


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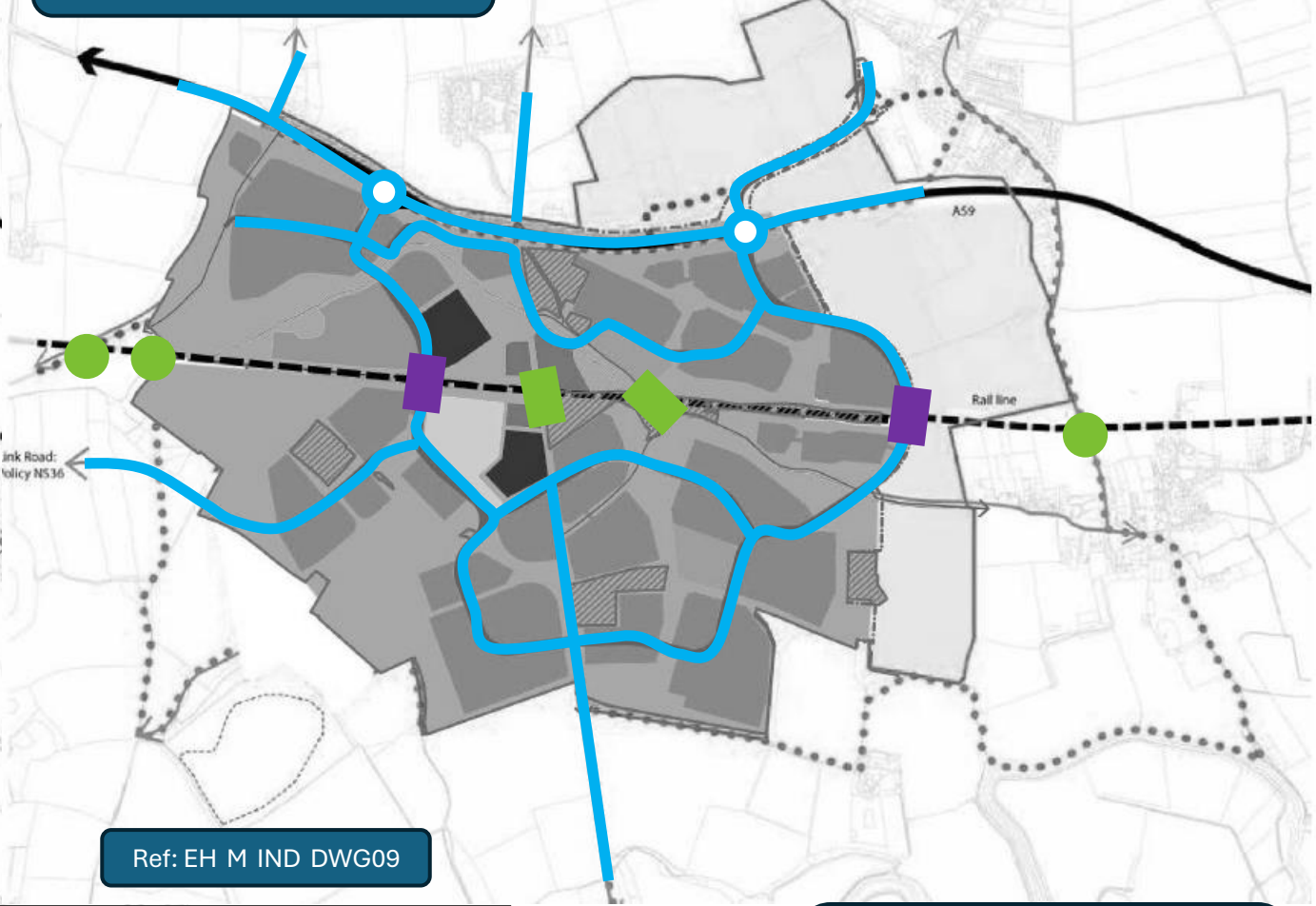
- Main Active Travel Network
- New Signalised Crossing

Figure 3
Main Active Travel
Network

Malkiln New Settlement
DPD Figure 2



Malkiln New Settlement
Proposed Alternative



Key

— Main Road Network

— Bridge Retained for Traffic

— Crossing to Remain

— New Bridge

— Crossing Downgraded







Figure 4
Railway Crossings

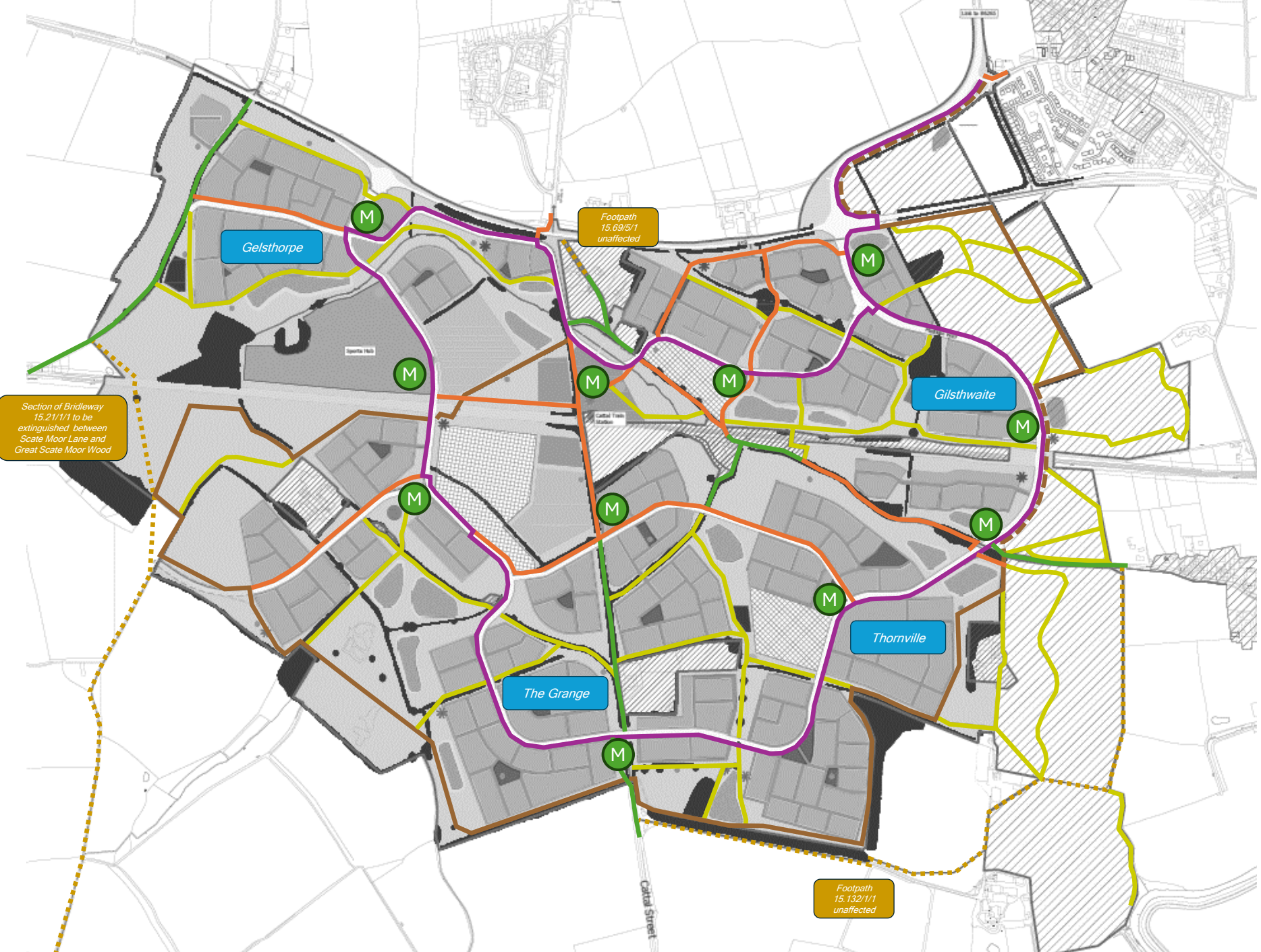
Annex 2

Malkiln Masterplan

Active Travel Connections

Key

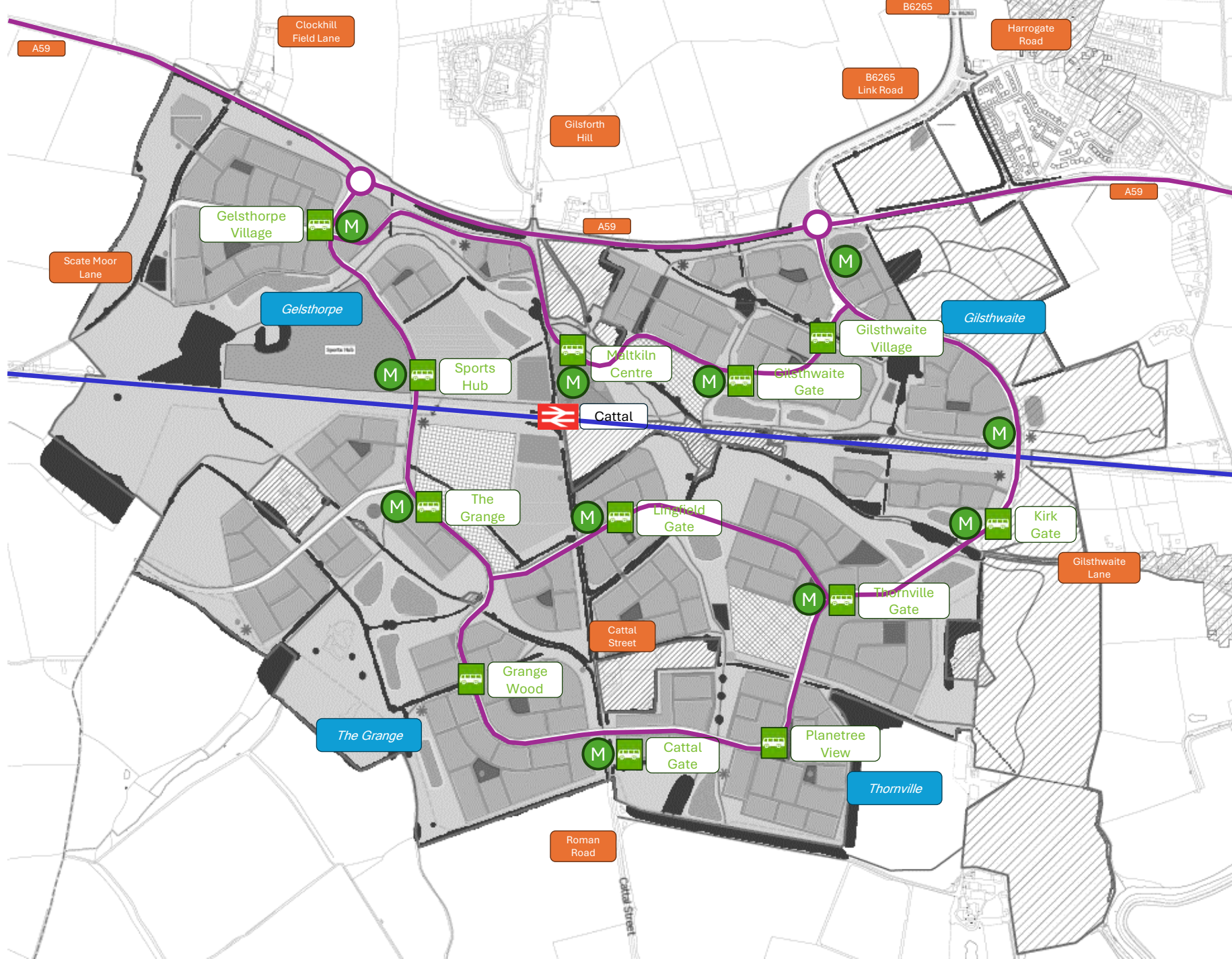
-  Segregated Footway / Cycleway
-  Shared Footway / Cycleway
-  Existing Route downgraded to 'Quiet Lane'
-  Bridleway
-  Recreational Path
-  Mobility Hub (broad location)



Annex 3

Maltkiln Masterplan

Public Transport



Key

- Bus Route
- York – Harrogate Rail Line
- Bus Stop (broad location)
- Mobility Hub (broad location)

Appendix H Strategic Green Gap Heritage Technical Note



Malkiln, North Yorkshire

*Strategic Green Gap
Heritage Technical Note*



Report prepared for:
Oakgate Yorkshire Ltd

CA Project: MK1056

CA Report: MK1056_4

September 2024



Malkiln, North Yorkshire

Strategic Green Gap Heritage Technical Note

CA Project: MK1056
CA Report: MK1056_04

prepared and approved by	Robert Sutton, Director of Consultancy
date	September 2024
issue	1

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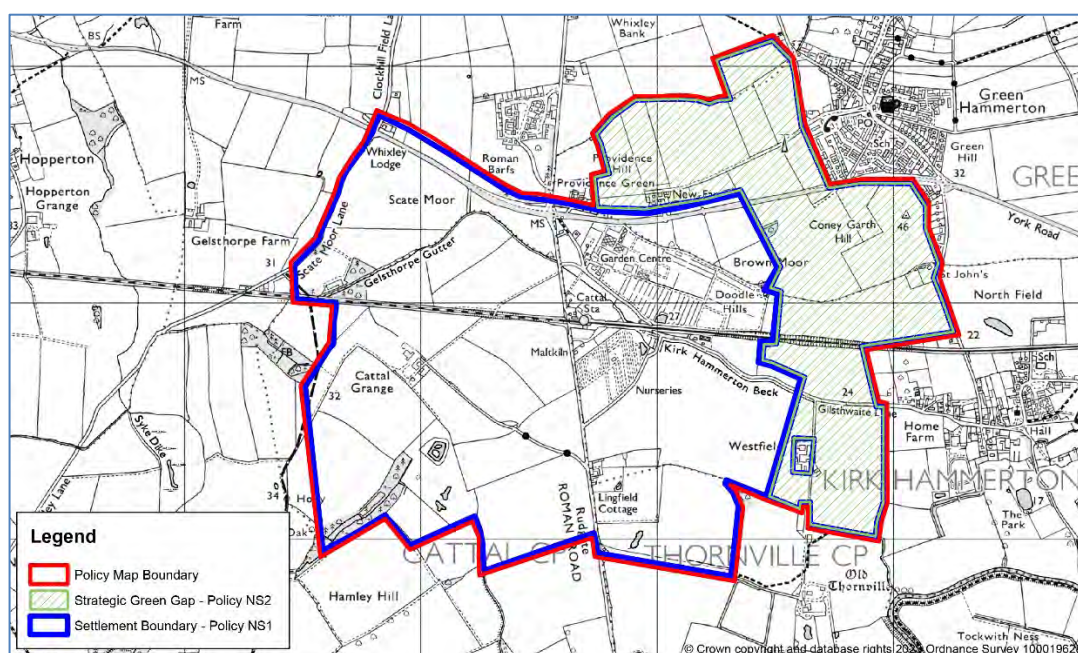
Cirencester Building 11 Cotswold Business Park Cirencester Gloucestershire GL7 6BQ t. 01285 771022 f. 01285 771033	Milton Keynes Unit 8 – The IO Centre Fingle Drive Stonebridge Milton Keynes Buckinghamshire MK13 0AT t. 01908 564660	Andover Stanley House Walworth Road Andover Hampshire SP10 5LH t. 01264 347630	Suffolk Unit 5, Plot 11 Maitland Road Lion Barn Industrial Estate Needham Market Suffolk IP6 8NZ t. 01449 900120
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1. INTRODUCTION

1.1. In August 2024 Cotswold Archaeology was commissioned by Oakgate Yorkshire Ltd to produce a Technical Note on the heritage implications of their proposed modification to the Submission DPD, to be explained in response to the Inspector's MiQs for the proposed new settlement at Maltkiln. This note focuses on the matter of the heritage implications of the proposed modest reduction in the 'Green Gap' and how the Green Gap policy objectives will continue to be supported for the purposes of safeguarding of heritage assets; namely the Conservation Areas of Green Hammerton and Kirk Hammerton, lying to the north-east and east (respectively) of the proposed new settlement.



Submission DPD Strategic Green Gap

1.2. The draft wording for the policy states:

'Policy NS2: Strategic Green Gap

Land covered by the Strategic Green Gap designation should be kept free from development in order to protect the rural setting of Kirk Hammerton, Green Hammerton and their respective Conservation Areas.

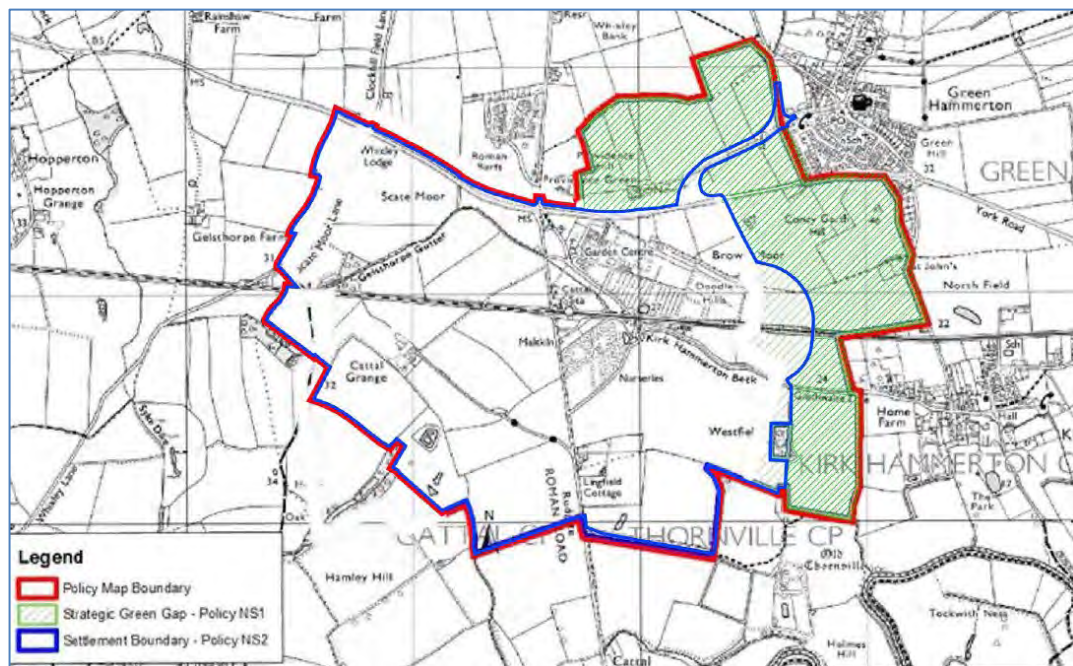
Development proposals may be permitted if they do not harm, individually or collectively, the open character of the landscape. These may include development for agricultural or recreational purposes.

Provision or improvements to public rights of way will be supported in this area provided if necessary.'

1.3. The justification for the policy is as follows:

- *'To protect the distinctive rural character of existing villages and ensure that there is no harm to the Kirk Hammerton or Green Hammerton Conservation Areas*
- *To prevent coalescence between Maltkiln and Kirk Hammerton/Green Hammerton*
- *To contribute to the achievement of Maltkiln's vision to be a vibrant new community in its own right, which provides new services and complements existing villages'*

1.4. The 2019 planning application aligned the eastern boundary of the new settlement with the Strategic Green Gap as shown in the Submission DPD, but in doing so the original scheme is no longer deliverable (see Walker Morris letter of 30th August 2024 for detail). The revised application submitted in 2024 presents a deliverable scheme, which extends areas of the new settlement development eastwards (north of the railway line), up to the western edge of a new circulatory road, extending into part of the area identified as in the Submission DPD Strategic Green Gap.



Depiction of the Strategic Green Gap aligned with the revised application development boundary (i.e. the proposed modification)

-
- 1.5. This Note should be read alongside the revised (2024) heritage assessments. These comprise the Cultural Heritage ES Chapter (chapter 13) and its appendices (namely the *Built Heritage and Historic Landscape Assessment*, Cotswold Archaeology, 2024).

2. STRATEGIC GREEN GAP BACKGROUND PAPER

- 2.1. The Strategic Green Gap Background Paper October 2022 (the ‘Background Paper’) provides detail of why a Strategic Green Gap (SGG) is proposed in relation to the New Settlement DPD. It also states that it provides, ‘reasoning for the proposed extent of the SGG’ (para 1.1).

- 2.2. The SGGBP does not provide a reasoned explanation for the extent, or boundary, of the SGG. Paragraph 2.1 describes the methodology, ‘A review of the land surrounding the proposed boundary for Maltkiln was undertaken by the Council’s Landscape and Conservation Officers. Consultation was also undertaken with Historic England, as well as with the Community Liaison Group and elected Members through the District Development Committee. Their comments informed further analysis and the evolution of the proposed boundary.’ The Background Paper then continues to describe potential heritage considerations (alongside other landscape and visual sensitivities) associated with developing within the Submission DPD SGG, deconstructing the SGG into three different ‘character’ areas. However, the Background Paper does not include any specific or directed rationale on extent and location for the boundaries of the SGG.

- 2.3. Thus, the following paragraphs explore the extent of the SGG, as depicted within the Submission DPD policy, with sole and specific regard to the way in which it achieves the objective of ensuring that the new settlement causes ***no harm*** to the two Conservation Areas.

- 2.4. In the first instance, and a key material point worth noting, is that the heritage assessment provided within the revised application documents found that the proposed new settlement would result in no harm to either of the two Conservation Areas (paragraphs 4.48 – 4.70; & summarised at 5.4 of the *Built Heritage and Historic Landscape Assessment*, Cotswold Archaeology, June 2024).

- 2.5. Secondly, and plainly evident from the first point, but worthy of making absolutely clear, the changes to the scheme in the revised application, with built form extending further north and eastwards, made no material difference to the conclusions of no

harm to the Conservation Areas or any other designated or non-designated heritage asset.

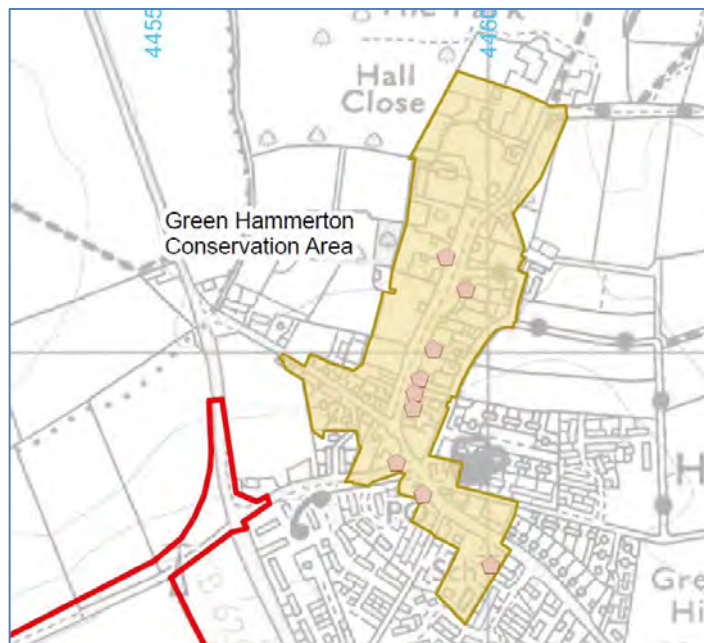
- 2.6. Thus, while it can be concluded, with confidence, based on the detailed assessment provided in the submitted application documents, that the SGG can be drawn to coincide with the application / settlement boundary in terms of the location of development presented within the revised application, further narrative is provided here to justify these conclusions.

Area 1 – to the west of Green Hammerton (north of the A59)

- 2.7. Paragraph 3.2 of the Background Paper states:

The land [Area 1] provides separation between the new settlement and Green Hammerton and forms part of the rural context of Green Hammerton and its conservation area. Expansion of Maltkin into the area would lead to harmful impacts, both in terms of coalescence of the settlements and also relating to the setting of Green Hammerton Conservation Area.

- 2.8. Throughout the Background Paper, but specifically regarding Area 1 the edge of the village of Green Hammerton is conflated with the edge of the Conservation Area. This is highly relevant to the key consideration of determining the nature of the ‘setting’ of the Conservation Area. The western edge of the Conservation Area is very different when compared to its southern and south-western edge(s).



Extract from Figure 3 of the Built Heritage and Historic Landscape Assessment (Cotswold Archaeology, 2024)

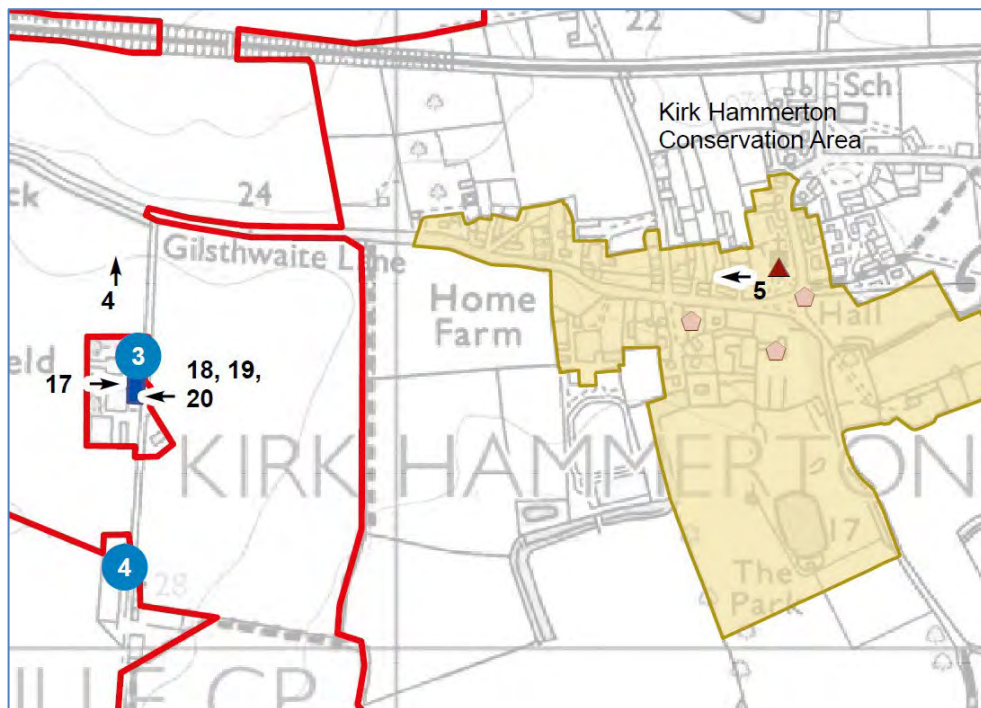
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- 2.9. The southern part of the village comprises 20th and 21st century residential development of a mixed character that (lying within its setting) does not contribute to the significance of the Conservation Area. In fact, adjoining the older part of the village, as it does, it would be appropriate to state that this is a negative element of the setting of the Conservation Area, in so far as it has (in the recent past) separated / disarticulated experiences of this part of the medieval / post-medieval village from its agricultural hinterland. Simply put, views of the countryside to and from the south have been lost.
- 2.10. To the west of the village (on the western edge of the Conservation Area), the sports field plays a role in restricting built form but specifically provides and allows for views to the west and north-west, taking in the wider agricultural hinterland.
- 2.11. Therefore, for Area 1 to achieve its objective of preserving experiences of the agricultural (or rural) setting of the Conservation Area (or ensuring no harm would be occasioned) the SGG needs to restrict built form in the land parcels immediately due west and north-west of the sports field.
- 2.12. The realignment of the B6265, as set out within the revised application documents and proposed DPD modification, would have no material effect on the objective of the SGG, as it is specifically the land parcels and views to west and north-west of this that are important to the heritage significance of the Conservation Area.
- 2.13. Keeping the land parcels south of the proposed circulatory road, north and south of the A59, free from built form will appropriately prevent coalescence of the village and the new settlement; however, this is not material to the matter of heritage significance and the Conservation Area, in so far as these locations play no role in the experience of the heritage asset.
- 2.14. Thus, in conclusion, the SGG will be fully capable of achieving its objective (regarding heritage matters) if Area 1 maps along the edge of the settlement as depicted within the revised application documents and proposed DPD modification. It does not need to extend as far west as depicted in the Submission DPD.

Areas 2 & 3 – west of Kirk Hammerton Lane / south of A59 & south of the railway line

- 2.15. Again, the Background Paper conflates the village edge of Green Hammerton, with the edge of the Conservation Area. The significance of the southern part of the setting of Green Hammerton Conservation Area has already been discussed above and

won't be repeated here. However, in summary, Area 2 of the SGG plays no meaningful role in safeguarding the heritage significance of Green Hammerton Conservation Area. And it is worth noting the Background Paper does not suggest that Area 2 or 3 is designed to achieve this, but more specifically is set out to safeguard Kirk Hammerton Conservation Area (paragraph 4.2).

- 2.16. The Background Paper correctly identifies key views from the Kirk Hammerton Conservation Area (as described in the *Conservation Area Appraisal*). Specifically, one such view is located on the north-western edge of the Conservation Area, looking north-west from Parker Lane, in the direction of the railway line (cutting); across the agricultural hinterland of the village (view 9 in the Background Paper).



Extract from Figure 3 of the Built Heritage and Historic Landscape Assessment (Cotswold Archaeology, 2024)

- 2.17. Thus, for the SGG to achieve its objective of preserving the heritage significance of Kirk Hammerton Conservation Area (and specifically views of the agricultural setting of the older part of the village), Area 3 will play a role but Area 2 (north of the railway line) less so, because of the distance (over 250m) involved.
- 2.18. As noted above re Area 1, the full western extent of Area 2, as depicted in the Submission DPD is not required to achieve this objective. Allowing the SGG to map alongside the eastern extent of the settlement edge as depicted in the revised application documents will deliver the same required outcome.

2.19. Area 3, the land to the south of the railway, plays a more important role in safeguarding views west from the Conservation Area and east towards the Conservation Area. The western edge of the SGG as depicted in the Submission DPD follows the (north-south) track to Westfield Farm (annotated number 3 on the extract of the figure above). This provides a suitable edge and will ensure that the new settlement lies well beyond (to the west and screened) any meaningful experiences of Kirk Hammerton Conservation Area. North of Gilsthwaite Lane the eastern edge of the settlement boundary as depicted on the revised application documents provide a proportionate response to achieving the same SGG objectives as the edge along the track to Westfield achieves.

3. CONCLUSIONS

- 3.1. The extent of the SGG as depicted in the Submission DPD comprises more land on its western extent than is required to achieve its objective of preserving the heritage significance of the Conservation Areas of Green Hammerton and Kirk Hammerton. While it is acknowledged that the SGG is not solely designed to safeguard heritage significance (allowing for consideration of landscape and visual amenity concerns, amongst other matters and the landscape considerations are addressed by others) refinement of the western boundary will still achieve the desired (heritage) objectives.
- 3.2. Specifically, mapping the western boundary of the SGG such that it is aligned with the eastern extent of the built form as depicted within the revised planning application (i.e. the proposed modest modification) will deliver the required objective. In short, this will ensure no harm will be occasioned to the Conservation Areas of Green Hammerton and Kirk Hammerton, with the key experiences (views) of their agricultural hinterland preserved.
- 3.3. The policy as presented within the Submission DPD (including the 'original' extent of the SGG) is entirely compliant with: i) other heritage related local plan policies; ii) the relevant paragraphs of Chapter 16 of the NPPF (Conserving and enhancing the historic environment); and iii) the legislative duties within the *Planning (Listed Buildings and Conservation Areas) Act 1990*. The proposed modification will not change this, and full compliance will be maintained.

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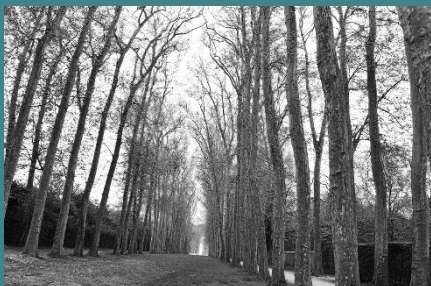
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Appendix I Strategic Green Gap Landscape Technical Note

FPCR | environment
& design



Strategic Green Gap Technical Note

Client

Oakgate Yorkshire LTD

Project

Malkiln Village, Cattal

North Yorkshire

Date

Sep 2024

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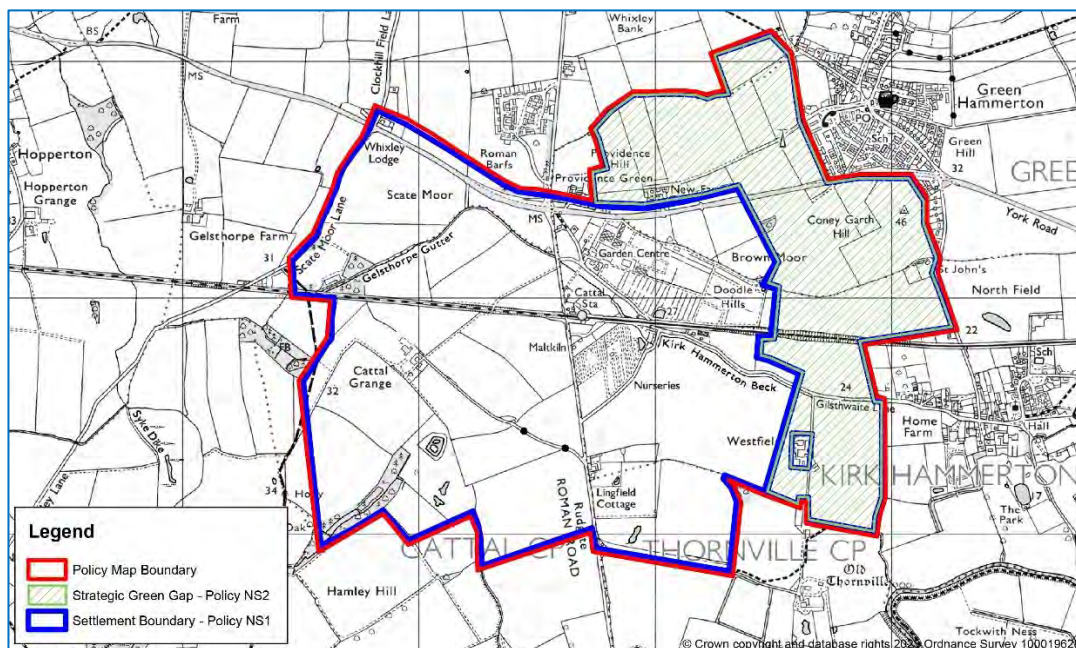
2.0 STRATEGIC GREEN GAP BACKGROUND PAPER 2

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Rev	Issue Status	Prepared/Date	Approved/Date
P01	Draft	ANK1/28/08/24	MGH/29/08/24
P02	Final	ANK1/02/09/24	MGH/02/09/24
P03	Final	ANK1/04/09/24	ANK1/04/09/24

1.0 INTRODUCTION

- 1.1 This Technical Note has been commissioned by Oakgate Yorkshire Limited and Caddick Developments Ltd (both of which are owned and controlled by Caddick Group) in response to the Inspector's MIQs associated with the DPD for the proposed new settlement at Maltkiln, and the associated policy for a Strategic Green Gap between the new settlement and the existing villages to the east. A planning application for the new settlement was made in 2019, and has been amended several times since then, FPCR provided Green Infrastructure design and Landscape and Visual Impact Assessment support to the most recent amendment in July 2024.
- 1.2 FPCR is a multi-disciplinary environmental and design consultancy established over 65 years, with expertise in architecture, landscape, ecology, arboriculture, urban design, masterplanning and environmental impact assessment. The practice is a member of the Landscape Institute and Institute of Environmental Management and Assessment and is frequently called upon to provide expert evidence on landscape and visual issues at Public and Local Plan Inquiries.
- 1.3 The proposals for the new settlement include a Policy NS2 Strategic Green Gap (SGG), between Maltkiln, and Green Hammerton and Kirk Hammerton. This policy area is identified in the Regulation 19 DPD and is covered by Policy NS2, with the green area identified as shown below:



Draft DPD Strategic Green Gap

- 1.4 The draft wording for the policy states:

'Policy NS2: Strategic Green Gap

Land covered by the Strategic Green Gap designation should be kept free from development in order to protect the rural setting of Kirk Hammerton, Green Hammerton and their respective Conservation Areas.

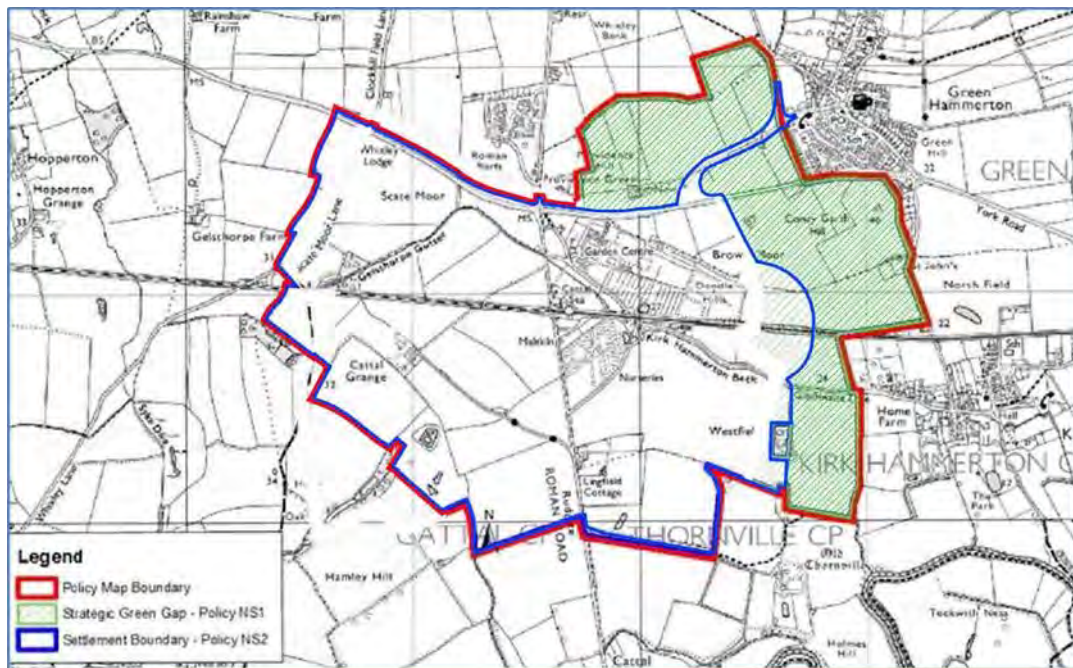
Development proposals may be permitted if they do not harm, individually or collectively, the open character of the landscape. These may include development for agricultural or recreational purposes.

Provision or improvements to public rights of way will be supported in this area provided if necessary.'

The justification for the policy is set out as:

- *‘To protect the distinctive rural character of existing villages and ensure that there is no harm to the Kirk Hammerton or Green Hammerton Conservation Areas*
- *To prevent coalescence between Maltkiln and Kirk Hammerton/Green Hammerton*
- *To contribute to the achievement of Maltkiln’s vision to be a vibrant new community in its own right, which provides new services and complements existing villages’*

1.5 The original 2019 planning application aligned with Strategic Green Gap as shown in the Submission DPD for the new settlement, but in doing so the original scheme is no longer deliverable (see Walker Morris letter submitted 30/08/24). The revised application presents a deliverable scheme, which extends areas of the new settlement development eastwards (north of the railway line), up to the western edge of a new circulatory road, extending into part of the area identified as in the draft DPD Strategic Green Gap.



Depiction of the Strategic Green Gap aligned with the revised application development boundary (i.e. the proposed modification)

1.6 This Technical Note examines the background to the SGG and whether the purpose of the policy would be prejudiced by the proposed modification in the revised planning application.

2.0 STRATEGIC GREEN GAP BACKGROUND PAPER

2.1 The Strategic Green Gap Background Paper October 2022 (SGBBP) provides detail of why a Strategic Green Gap (SGG) is proposed in relation to the New Settlement DPD. It also states that it provides, *‘reasoning for the proposed extent of the SGG’* (para 1.1).

2.2 The SGBBP does not provide a reasoned explanation for the extent, or boundary, of the SGG. Paragraph 2.1 describes the methodology, *‘A review of the land surrounding the proposed boundary for Maltkiln was undertaken by the Council’s Landscape and Conservation Officers. Consultation was also undertaken with Historic England, as well as with the Community Liaison Group and elected Members through the District Development Committee. Their comments informed further analysis and the evolution of the proposed boundary.’* The Paper then continues to describe potential landscape and visual sensitivities associated with

developing within the DPD SGG, breaking the SGG down into three broad areas without addressing the extent of these areas.

- 2.3 The background paper provides no analysis to explain the extent of land required to deliver the purposes of the policy. The boundary appears to have been determined prior to the analysis carried out to support it.
- 2.4 The SGGBP sets out some analysis of three different areas of land, Area 1 to the west of Green Hammerton / north of A59, Area 2 Area to the west of Kirk Hammerton Lane / south of A59, and Area 3 south of the railway line and up to Kirk Hammerton.
- 2.5 The justification for these areas appears to be that they provide separation between Green Hammerton and Maltkiln, and/or Kirk Hammerton and Maltkiln, and that development within the areas would lead to harmful impacts in terms of the setting of the conservation areas and the coalescence of the settlements.
- 2.6 It is clear that if the entirety of these areas were developed there would be coalescence and landscape harm to the setting of the nearby settlements. However, the SGGBP does not include any analysis to set out why the boundaries of the areas are drawn as they are, or if all parts of these areas provide protection against the potential harms to the same degree. No account is taken of possible mitigation, associated with the new settlement development.
- 2.7 In the absence of any other evidence produced by the council to support why the boundaries need to be where they are, it is possible to examine the effects of a different boundary to the SGG as demonstrated in the revised application. The LVIA completed for the revised application was submitted to the council in July 2024.
- 2.8 The Environmental Statement LVIA chapter fully addresses landscape and visual matters associated with the proposed SGG and development extents, finds that *'the Site can successfully incorporate the Development without significant residual effects on the Site, its immediate context and wider landscape and limited significant residual effect on visual receptors'* (para 7.284 Maltkiln ES Ch007).
- 2.9 The purpose of the SGG is outlined in the justification to the draft policy. Each of the elements of the justification are examined below.

'To protect the distinctive rural character of existing villages and ensure that there is no harm to the Kirk Hammerton or Green Hammerton Conservation Areas'

- 2.10 A revised boundary to the SGG would continue to provide a distinctive rural character to the villages. There would be sufficient set back to provide a clear gap between the different areas of built form. New planting provided as part of the comprehensive green infrastructure proposals of the development would increase visual separation over time and would enhance local landscape character.
- 2.11 The application masterplan proposes development in the northeast of the scheme which is set behind existing landscape features associated with Coney Garth Hill (including the eastwest ridge itself), offsetting it from Green Hammerton with proposed green infrastructure. In the southeast of the scheme, nearer Kirk Hammerton, development proposed within the application masterplan continues to align with the Submission DPD to the south of Gilsthwaite Lane, with additional development proposed north of the lane behind the location of the new circulatory road. In this location a clear gap is evident between the proposed development and the western edge of Kirk Hammerton. This gap will be significantly enhanced with woodland planting adjacent the new road and with intervening trees amongst meadow throughout. As the landscape matures, visual separation will increase alongside an enhanced rural character to the edges of Kirk Hammerton.

- 2.12 There is no need for the extent of the gap shown in the draft policy, to fulfil its purpose to protect the distinctive rural character of the existing villages.
- 'To prevent coalescence between the New Settlement and Kirk Hammerton/Green Hammerton'*
- 2.13 An examination of the plans shows that there would be no physical coalescence between Maltkiln and the neighbouring villages. In terms of perceived separation or coalescence, there would again be a clear gap maintaining the separate identity of each settlement. When leaving Green Hammerton and travelling towards Maltkiln, there will be a section of open land between the two settlements, and this would not be significantly different to the gap shown in the draft policy.
- 2.14 Similarly, when travelling along Gilsthwaite Lane, between Kirk Hammerton and Maltkiln, there will be a section of open land between the two settlements which is not dissimilar to that shown in the draft policy. Proposed development south of the lane will align with the Submission DPD, while proposed development north of the lane will be set back from the lane itself, only extending out to the new circulatory road in the northern portions of the land parcel against the railway. This built form, and the new circulatory road, will sit behind a deep section of proposed woodland planting increasing visual separation to Kirk Hammerton into the longer term.
- 2.15 In this way, Kirk Hammerton, Green Hammerton and Maltkiln will each maintain their separate identities.
- 'To contribute to the achievement of the New Settlement's vision to be a vibrant new community in its own right, which provides new services and complements existing villages.'*
- 2.16 This purpose can be achieved whether the boundary is shown as within the draft DPD, or as shown on the latest application masterplan, and the success of this purpose will be largely down to the detailed design proposals, rather than any "Gap" policy.
- 2.17 The rural character of the neighbouring villages of Green Hammerton and Kirk Hammerton would be protected with a revised boundary to the SGG, with a Gap as shown on the revised application, and with landscape proposals as shown on the green infrastructure plans.

3.0 SUMMARY AND CONCLUSION

- 3.1 The rural setting of Green Hammerton and Kirk Hammerton are not clearly defined within Policy NS2 or the SSGBP. The SSGBP appears to take the predetermined boundaries of the Strategic Green Gap, then go on to describe why the areas have some value, rather than looking to analyse the actual extent and treatment of the areas that are required to meet the purposes of the policy.
- 3.2 The development as shown on the revised application for Maltkiln, extends into some areas shown within the Strategic Green Gap as outlined in Draft Policy NS2. This arrangement has been tested through the LVIA process associated with the revised application. This has shown there would be no significant adverse landscape effects or visual effects arising from a different proposed eastern settlement edge to Maltkiln.
- 3.3 The land between the settlements would remain rural in character, comprising predominantly of open meadow, against a backdrop of woodland planting, against the development extent. This would maintain and protect a rural setting to both existing villages.

Appendix J Technical Note on Aubert Ings SSSI

Our ref: P23-396 Maltkiln Settlement

Your ref:

30 August 2024

Note: Response to Inspector's MIQs New Settlement Development Plan Document (DPD), and the associated policy relating to the protection of Aubert Ings Special Site of Scientific Interest (SSSI) (Policy NS15).

This note has been prepared on behalf of Oakgate Yorkshire Limited and Caddick Developments Limited (both of which are owned and controlled by Caddick Group) in response to the Inspector's MIQs to the New Settlement Development Plan Document (DPD), and the associated policy relating to the protection of Aubert Ings Special Site of Scientific Interest (SSSI) (Policy NS15).

A planning application for the new settlement was made in 2019 and has been amended several times since then. The most recent amendment to the planning application, made in July 2024 (detailed within Walker Morris letter dated 30th August 2024) has been made to ensure deliverability of the new settlement. It extends areas of the new settlement development eastwards, up to the western edge of a new circulatory road. The amended boundary is proposed as a modification to the DPD. This includes some development now being proposed in an area identified as 'Doodle Hills' within Policy NS15.

Doodle Hills is identified as an open space area within the DPD, which is proposed to serve as an alternative, semi-natural destination point to the Aubert Ings Special Site of Scientific Interest (SSSI).

Draft Policy NS15 is worded as follows:

Policy NS15: Protecting Aubert Ings SSSI

Recreational open space should be designed to mitigate additional recreational impact on Aubert Ings SSSI. In particular, walking routes should be provided which:

- a. Are traffic free and aesthetically pleasing;*
- b. Link to other footpaths within the site to provide opportunities to extend walks and vary return routes;*
- c. Lead to destination points and areas of distinct character;*
- d. Incorporate areas where dogs can be off the lead and provide clear and engaging information on required dog behaviour; and*
- e. Link to residential areas.*

The Development Framework identifies two areas of open space which should serve as alternative, semi-natural destination points to the SSSI. These spaces should be created at

Doodle Hills:

An area of elevated and open parkland or heath in the North-East of the settlement which provides extended views over the new settlement and towards York Minster to the east. Doodle Hills should be served by two walking routes: a route from the new settlement centre, and an alternative route down towards the rail line.

Cattal Belt:

A mosaic of habitats building on the woodland along the settlement boundary to the South-West and the existing ponds. Signposted trails and information boards should provide safe access for all to points of interest. The green loop footpath should be utilised to allow a return route out of the area.

The policy also goes on to state:

An impact assessment on Aubert Ings SSSI should be undertaken and acted on. It should assess the impact of recreation on the SSSI, the effectiveness of proposed mitigation on the development site and whether mitigation on the SSSI site is required to mitigate residual impacts.

This note examines whether the purpose of Policy NS15, specifically in relation to Doodle Hills, would be prejudiced by the proposed alternative boundary to the new settlement.

Response

At the closest point Aubert Ings SSSI is located 449 m to the south of the development. It comprises an area of species-rich unimproved neutral grassland within a meander of the River Nidd. The most recent condition assessment for the SSSI, which dates from 2015, describes it as being 100% in favourable condition.

Given the proximity of SSSI to the Site there is the potential for increased recreational access at the SSSI. It is noted, however, that the SSSI is not directly accessible via any public footpath, the nearest footpath being on the south side of the River Nidd or c.850 m to the north, and from which the SSSI is not accessible.

To reach the SSSI, residents of the new development would need to walk down Cattal Street, which is a straight unlit rural road with no pavements that is subject to national speed limit (60 mph). It is reasonable to conclude that having to walk in close proximity to fast moving traffic is likely to deter many people from trying to access the SSSI, particularly as there is no signage to indicate the presence or location of the SSSI.

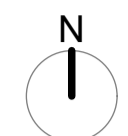
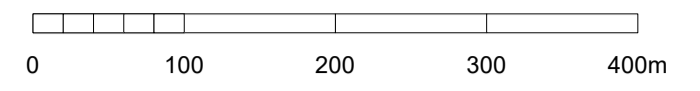
From the nearest part of the Site this would involve a minimum walk of c.1.2 km to reach the edge of the SSSI (2.4 km round trip), a distance that is likely to deter some people from making the trip by foot. Whilst driving may be an option, there is very limited parking available within Cattal. The only road that leads to the SSSI (Chapel Street) is a narrow cul de sac that serves a relatively small number of private dwellings and rural businesses with very limited public parking.

The Development will include the provision of a footpath network (embedded mitigation), and this will be brought forward on a phased basis. The masterplan includes the provision of circular walking and cycling routes within the site that are expected to offer residents more appealing and accessible recreational opportunities than would be available by travelling to the SSSI.

The developer has confirmed that they propose proportionate recreational provision for each development phase when occupation commences. The provision of an extensive new footpath network will make a variety of local recreational space available within and immediately adjacent to the Site, which would be expected to further dissuade residents from walking along Cattal Street to access Aubert Ings SSSI. Further details regarding the extent and location of the alternative green space can be found on the FPCR Green Infrastructure Strategy and Green Infrastructure Phasing Plan in the outline planning application respectively, Ref: 12327-FPCR- XX-XX-DR-L-0011 and 12327-FPCR- XX-XX-DR-L-0012 as attached to this note.

Therefore, the purpose of Policy NS15 in relation to mitigating additional impact on the SSSI would not be undermined by the proposed amendments to the new settlement boundary.

NOTES
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- KEY**
- Site Boundary
 - Existing Retained Woodland, Trees and Hedgerow (see associated report for further details)
 - Watercourse and Ponds (see also the site to the north of the site boundary. Back logging development to ensure access to water only - shall to be retained where possible)
 - Public Right of Way
 - Existing Public Bridleway (see also the site to the north of the site boundary)
 - Existing Public Bridleway Removed (see also the site to the north of the site boundary)
 - Recently Constructed Residential Areas
 - High Pressure Gas Main (see associated report for further details)
 - Cattail Train Station
 - Railway
 - Proposed Green Infrastructure (Land manager for biodiversity)
 - Native Woodland Planting
 - Native Scrub Planting
 - Proposed Specimen Trees
 - Native Hedgerow Planting
 - Recreational Open Space
 - Meadow / Grassland (see associated report for further details)
 - Indicative Sustainable Drainage (SuDS)
 - Community Sports Hub (7.6 ha)
 - Equipped Children's Play - NEAP (including LIP & LEAP provision with 40m x 100m boundaries)
 - Equipped Children's Play - LEAP (with 40m boundaries)
 - Informal Play / Hang-Out - LAP
 - Community Gardens
 - Destination Spaces (Open recreational space, interpretation, viewing, viewing area, parking)
 - Key Movement Corridors (Open recreational space, interpretation, viewing, viewing area, parking)
 - Segregated Footpath / Cycleway
 - Shared Footpath / Cycleway
 - Informal Footpath
 - Bridleway (Open recreational space, interpretation, viewing, viewing area, parking)
 - New Pedestrian Bridge Crossing
 - Energy Hub Indicative Location
 - Drainage Pump Indicative Location
 - Existing Road Downgraded to "Quiet Lane"
 - Potential future infrastructure connection
 - Needs Buffer Zone (see associated report for further details)
 - Viewing Corridor Maintained Through to St John the Baptist Church
 - Scrub and Tree Planting (see associated report for further details)

NOTES
 -Based on Stantec Dwg. 333100194-EH-M-03-Parameter Plan
 -To be read alongside wider design team information
 -Play provision to be reviewed on phase by phase basis
 -Finer grain of pedestrian connectivity between residential areas and open space to be detailed once housing/street layouts are known on a phased basis
 -All detailed proposals should accord with North Yorkshire Council Landscape Design Guide September 2023 (or subsequent replacement guidance)

rev	date	description	dm	chk
P06	18/07/2024	Updated to suit latest Parameters Plan (Rev 0)	PIM	AJK
P05	21/05/2024	Buffer added to watercourse, Parameters updated	AJK	AJK
P04	16/05/2024	Updates to key	AJK	AJK
P03	13/05/2024	Updated to suit latest Parameters Plan (Rev H)	PIM	AJK
P02	02/04/2024	Update to suit 333100194-EH-M-03D	PIM	AJK

client
Oakgate Yorkshire LTD
 project
Maltkiln Village, Cattal North Yorkshire
 drawing title
Green Infrastructure Strategy

scale
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dm
 PIM

chk
 AJK

date created
 14 March 2024

project number
 12327

status
 S3

issue
 P06

document number
12327-FPCR-XX-XX-DR-L-0011

File: L:\12300\12327\LANDS\Drawings\12327 - GI Strategy P06.v6x

URBAN TREE PLANTING
 See JRP Design Code for Character Area Definition

- Gilstwaite (NE) - Indicative Species Selection**
- Liquidambar styraciflua
 - Prunus cerasifera 'Chanticleer'
 - Prunus sargentii 'Columnaris'
 - Quercus frainetto
 - Sweetgum
 - Callery Pear 'Chanticleer'
 - Sargent Cherry 'Columnaris'
 - Hungarian Oak

- Thornville (SE) - Indicative Species Selection**
- Ginkgo biloba
 - Sorbus aucuparia 'Sheerwater Seeding'
 - Ulmus 'New Horizon'
 - Sorbus aria
 - Ginkgo
 - Rowan 'Sheerwater Seeding'
 - Elm 'New Horizon'
 - Whitebeam

- The Grange (SW) - Indicative Species Selection**
- Carpinus betulus
 - Corylus colurna
 - Liriodendron tulipifera 'Fastigiata'
 - Acer campestre 'Elsrijk'
 - Hornbeam 'Frans Fontaine'
 - Turkish Hazel
 - Upright Tulip Tree
 - Maple 'Elsrijk'

- Gelsthorpe (NW) - Indicative Species Selection**
- Alnus glutinosa
 - Quercus robur
 - Acer x freemanii 'Autumn Blaze'
 - Prunus Sunset Boulevard
 - Alder
 - Red Oak
 - Maple 'Autumn Blaze'
 - Jap. Cherry 'Sunset Boulevard'

- MALTKILN WAY**
- Tilia tomentosa
 - Platanus x hispanica
 - Silver Lime
 - London Plane

- POS TREE PLANTING**
 Indicative Species Selection
- Acer campestre
 - Alnus glutinosa
 - Betula pendula
 - Carpinus betulus
 - Castanea sativa
 - Fagus sylvatica
 - Prunus avium
 - Prunus padus
 - Pinus sylvestris
 - Quercus robur
 - Salix caprea
 - Sorbus aucuparia
 - Tilia cordata
 - Field Maple
 - Alder
 - Silver Birch
 - Hornbeam
 - Sweet Chestnut
 - Castanea sativa
 - Beech
 - Wild Cherry
 - Prunus avium
 - Prunus padus
 - Pinus sylvestris
 - Quercus robur
 - Salix caprea
 - Sorbus aucuparia
 - Tilia cordata
 - Field Maple
 - Alder
 - Silver Birch
 - Hornbeam
 - Sweet Chestnut
 - Castanea sativa
 - Beech
 - Wild Cherry
 - Prunus avium
 - Prunus padus
 - Pinus sylvestris
 - Quercus robur
 - Salix caprea
 - Sorbus aucuparia
 - Tilia cordata

NATIVE WOODLAND PLANTING MIX

Indicative Mix	Field Maple	(10%)
Acer campestre	Sycamore	(5%)
Acer pseudoplatanus	Birch	(7.5%)
Betula pendula	Downy Birch	(5%)
Betula pubescens	Hazel	(8%)
Corylus avellana	Hawthorn	(5%)
Crataegus monogyna	Hop	(1%)
Humulus lupulus	Holly	(5%)
Ilex aquifolium	Honeysuckle	(5%)
Lonicera periclymenum	Crab Apple	(5%)
Malus sylvestris	Wild Cherry	(7.5%)
Prunus avium	Sessile Oak	(5%)
Quercus patraea	Oak	(10%)
Quercus robur	Rowan	(5%)
Sorbus aucuparia	Wild Service	(5%)
Sorbus torminalis	Small Lvd Lime	(5%)
Tilia cordata	Wych Elm	(5%)
Ulmus glabra	Guelder Rose	(5%)
Viburnum opulus		

WOODLAND EDGE PLANTING MIX

Indicative Mix	Dogwood	(13%)
Cornus sanguinea	Hazel	(15%)
Corylus avellana	Hawthorn	(12%)
Crataegus monogyna	Holly	(5%)
Ilex aquifolium	Wild Privet	(10%)
Ligustrum vulgare	Crab Apple	(2.5%)
Malus sylvestris	Buckthorn	(2.5%)
Rhamnus cathartica	Field Rose	(5%)
Rosa arvensis	Dog Rose	(5%)
Rosa canina	Goat Willow	(10%)
Salix caprea	Elder	(5%)
Sambucus nigra	Guelder Rose	(15%)
Viburnum opulus		

NATIVE WETLAND TREE AND SCRUB PLANTING MIX

Indicative Mix	Alder	(10%)
Alnus glutinosa	Black Birch	(10%)
Betula nigra	Dogwood	(40%)
Cornus sanguinea	Alder Buckthorn	(15%)
Frangula alnus	Goat Willow	(10%)
Salix caprea	Crack Willow	(15%)
Salix fragilis		

NATIVE SHRUB PLANTING MIX

Indicative Mix	Dogwood	(20%)
Cornus sanguinea	Hawthorn	(30%)
Crataegus monogyna	Spindle	(10%)
Euonymus europaeus	Wild Privet	(10%)
Ligustrum vulgare	Elder	(10%)
Sambucus nigra	Guelder Rose	(20%)
Viburnum opulus		

NATIVE MIXED HEDGEROW

Indicative Mix	Field Maple	(7%)
Acer campestre	Dogwood	(12%)
Cornus sanguinea	Hazel	(20%)
Crataegus monogyna	Hawthorn	(40%)
Euonymus europaeus	Wild Privet	(7%)
Ligustrum vulgare	Dog Rose	(7%)
Sambucus nigra	Guelder Rose	(7%)
Viburnum opulus		

COMMUNITY ORCHARD TREE PLANTING
 (Local varieties to be sought at a detailed stage)

Indicative Mix	Egremont Russet
Malus domestica	James Grieve
Malus domestica	Stella
Prunus avium	Concord

BULB PLANTING

Indicative Mix	Crocus	(25%)
Crocus vernis	Winter Aconite	(25%)
Eranthis hyemalis	Snowdrop	(25%)
Galanthus nivalis	Daffodil	(25%)
Narcissus pseudonarcissus		

AQUATIC/MARGINAL PLANTING

Indicative Mix	Water Mint	25%
Mentha aquatica	Yellow Flag Iris	25%
Iris pseudacorus	Soft Rush	25%
Juncus effusus	Lesser Pond Sedge	25%
Carex acutiformis		

AMENITY GRASS

Germinal Amenity A22 Low Maintenance. Or similar approved.

SUDS MEADOW GRASSLAND

Emorsgate EM8: Meadow mixture for wetlands. Or similar approved.

MEADOW GRASSLAND

Emorsgate Special General Purpose Meadow Mixture EM3. Or similar approved.

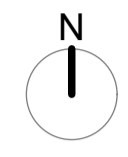
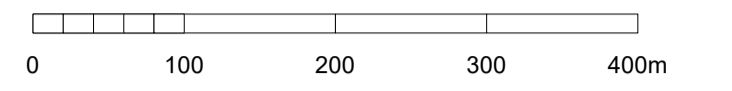
LOW MAINTENANCE GRASSLAND

Emorsgate Tussock Mixture EM10. Or similar approved.

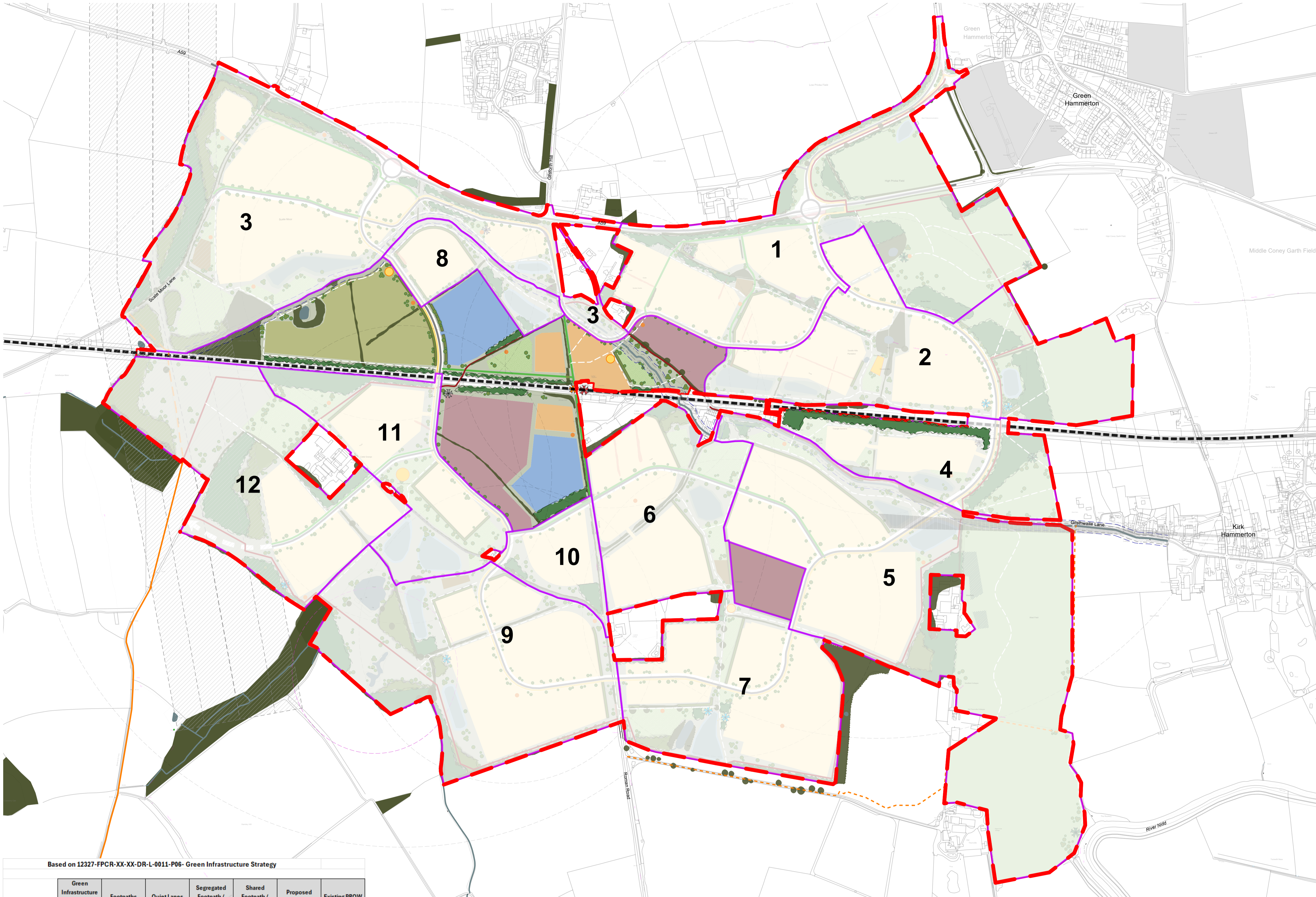
WOODLAND GRASSLAND

Emorsgate Woodland Mixture EW1. Or similar approved.

NOTES
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KEY
 Site Boundary
 Green Infrastructure Phasing Boundaries



NOTES
 -Based on Stantec Dwg. 333100194-EH-M-03 Parameter Plan
 -To be read alongside wider design team information

P02	18.07.2024	Update to suit Parameters Plan (rev. 0)	PIM	AJK
P01	18.06.2024	FIRST ISSUE	PIM	AJK
rev	date	description	dm	chk

client
Oakgate Yorkshire LTD
 project
Maltkiln Village, Cattal North Yorkshire
 drawing title
Green Infrastructure Phasing Plan

masterplanning
 environmental assessment
 landscape design
 urban design
 ecology
 architecture
 arboriculture

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Based on 12327-FPCR-XX-XX-DR-L-0011-P06- Green Infrastructure Strategy

	Green Infrastructure (Open Space + Strategic Gap)	Footpaths	Quiet Lanes	Segregated Footpath / Cycleway	Shared Footpath / Cycleway	Proposed Bridleway	Existing PROW
	hectares	linear meters	linear meters	linear meters	linear meters	linear meters	linear meters
Phase 1	16.4	1517	-	1714	900	1199	-
Phase 2	16.6	1945	-	596	149	459	-
Phase 3	22.2	1175	729	1122	904	180	-
Phase 4	8.5	1381	-	280	-	288	-
Phase 5	37.5	1777	-	589	312	1426	480
Phase 6	7.3	905	491	-	422	-	-
Phase 7	7.9	872	-	593	-	1016	-
Phase 8	3.5	580	-	172	-	123	-
Phase 9	17.0	1044	222	640	-	1075	-
Phase 10	2.5	8	703	95	236	-	-
Phase 11	9.9	672	257	524	322	369	-
Phase 12	18.7	472	98	-	331	1097	-
TOTAL	168.0	12348	2500	6325	2923	7232	480

The phasing of non-identified areas is subject to further discussion. Open areas north of the A59 are not counted as accessible open space.

scale
 1:5000 @ A1

dm
 PIM

chk
 AJK

date created
 18 Jun 2024

project number
 12327

status
 S3

issue
 P02

document number
12327-FPCR-XX-XX-DR-L-0012

Project Code Originator Date Level Type Risk Drawing Number

File: L:\12300\12327\LANDS\Drawings\12327 - GI Strategy P06.vwx

