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1. Introduction

Oakgate is promoting a new settlement, Maltkiln Village, which has been submitted formally to the Council following an expression of interest to develop land around Cattal Station. Following the Call for Sites in January 2016, other local land owners have made their interest known that they would be willing to enter into a partnership to deliver a much larger scheme that is in its own right self-sustaining. This should be considered as an expansion to an earlier submission in January 2016 from ADAS.

This report sets out the extent of the proposal, issues to be addressed and the merits and sustainable credentials of developing a new community at Maltkiln Village.

As part of the draft Local Plan Consultation Harrogate have put forward two options to locate a new/expand settlement. These are identified as Flaxby (ref FX 3 and FX 4 (employment only), these two land parcels are being promoted under the ref FX3 and cover an area of approximately 200 ha. The other site is around Green Hammerton (identified as GH 11) and covers an area of approximately 130 ha.

The developable area being put forward under Oakgate’s proposals covers an area covering approximately 166 ha, to accommodate up to 3000 new homes, employment and ancillary facilities. The site is centred around Cattal railway station, sited south of the A59 and north of Cattal Village. This document includes an illustrative masterplan and is supported by technical studies. The site will hereafter be referred to as ‘Maltkiln Village’.

Harrogate Borough Council must allocate sufficient sites for new housing to meet the social and economic needs of the area, as well as ensuring the right location(s) are chosen to accommodate growth in a sustainable manner.
2. Vision and objectives

The illustrative masterplan helps to illustrate how Malktin Village creates a new, sustainable and distinctive settlement located to the south of the A59. The scheme has clearly defined edges, does not coalesce with neighbouring villages and is centred around Cattal Station. The proposal has the capacity to deliver 3000 dwellings over the local plan period (up to 2035).

The proposed new village will evolve around the planned inclusion of existing site assets: landscape, open water and ecological features will be retained and enhanced and notably, Cattal Railway Station, an established convenient and sustainable transport link, that will form the heart of this new, vibrant and exciting settlement.

To provide HBC with additional information to support the site’s allocation as part of the Harrogate District’s Local Plan. This document demonstrates that:

- The site represents an appropriate and sustainable location to deliver a large scale housing development;
- There are no significant environmental, technical, physical or policy constraints that would prevent residential, employment and ancillary facilities being developed on this site;
- The site has willing land owners and a developer who can bring forward the site immediately and work with other developers in the area to promote and co-ordinate the phasing of residential and ancillary development.

The following studies and reports have been undertaken to assess the ecological and landscape impacts of the site and its suitability for residential development:

- Illustrative Masterplan (DLA Design Group)
- Preliminary Ecological Appraisal (RSK ADAS, December 2016)
- Landscape (DLA Design Group)
- Heritage Appraisal (FAS Heritage, 2016)
- Transport Assessment (WSP Parsons Brinckerhoff, December 2016)
- Flood Risk and Drainage Constraints Note (WSP Parsons Brinckerhoff, December 2016)
- Utilities Constraints (WSP Parsons Brinckerhoff, December 2016)
- Phasing Strategy (Oakgate and RSK ADAS)

The illustrative Masterplan not only focuses on the land under control of our client, but also has regard to the wider area for development. The findings of these assessments have informed the Planning Assessment and conclusions put forward in this document. The following figures identify the boundaries of Malktin Village (Figure 1) and Figure 2, overleaf shows the strategic site context of the village and its relationship with surrounding towns and strategic infrastructure.
The Maltkiln Village proposal is to create a new, sustainable and distinctive settlement with clearly defined edges that do not coalesce with neighbouring villages, with the capacity to deliver three thousand dwellings over the local plan period.

The village will evolve around the planned inclusion of existing site assets: landscape, open water and ecological features will be retained and enhanced and notably, Cattal Railway Station, an established convenient and sustainable transport link, will form the heart of the settlement.
3. The Site

Maltkiln Village has been identified following careful consideration of land around Cattal Station and its proximity to major infrastructure links within the district. The location of this site is a logical and sustainable option to deliver a significant element of the required housing growth within this district and should be considered as the best option to form a new settlement which meets Harrogate’s short to long term development needs.

The site being promoted covers approximately 166 ha of land to the east of the A1 (M). The site has the benefit of being focused around Cattal Station, which provides direct rail links to Harrogate, York and Leeds. The north of the site is bounded by the A59 and the development is bisected from north to south by Cattal Street and from east to west by the railway line, which together with other minor roads, divides the area into several conveniently sized large blocks.

Much of the land forming Maltkiln Village comprises relatively open arable farmland on gently undulating ground. Part of the site to the north east, comprises of a large commercial nursery (approx. 31 ha), and land to the north of Cattal Station. The Victoria pub is located adjacent to the station, with a handful of residential dwellings, associated large gardens and horse paddocks located to the north.

The adjacent land use largely comprises arable farmland bounded by a network of hedgerows with scattered field boundary trees, field ponds and small blocks of plantation woodland.

Maltkiln Village will deliver:

- District Centre;
- New Station Car Parking;
- Extensive landscaping, open space, parkland;
- Employment land;
- Primary School;
- Cycleways;
- A new sustainable inclusive community, comprising both general needs and specialist housing, with a mix of tenures; and
- Highways Improvements.

Considerable effort has been made to understand the landownerships around Maltkiln Village and where land would be required for the necessary access routes from the A59 to serve the site. Oakgate have identified the relevant landowners of land that would be necessary to deliver this proposal, as evidenced in writing and provided separately to the Council.

The indicative phasing strategy has been submitted as a separate document to accompany this report and demonstrate how the Site could come forward. Whilst indicative at this stage it demonstrates that the project is deliverable and should the Council require further details Oakgate would be happy to provide these separately. The strategy broadly proposes phasing of the site working from North to South.

The location around Cattal railway station provides an excellent opportunity to provide large-scale phased housing delivery to contribute to the ongoing requirement for the district’s housing needs over the plan period and beyond. The developer is committed to working with the local communities and alongside HBC in taking forward this site as part of the ongoing formulation of the Local Plan.
4. The Developer-Oakgate

Oakgate Group plc has over 21 years of experience successfully delivering major development projects throughout the North of England.

Founded by Richard France, John Grantham and Paul Caddick, the company has a broad range of experience in complex sites and has built up a unique and an enviable reputation in the development industry.

The firm is highly experienced at securing planning permission and delivering projects and has a progressive and proactive approach to all projects. When looking at new sites, Oakgate is very targeted and will only take on projects that it truly believes can be an exemplar development and one they can devote sufficient time and resources in order to produce a positive outcome.

The Oakgate Group plc is adept at complex land assembly situations, gaining planning approval and the ultimate delivery of major developments.

Some notable current and recent projects include:

**Vangarde Retail Park, York**
This £90 million retail scheme on the outskirts of York was opened in April 2014, following a lengthy and complex planning process to secure permission including an enabling development of the community stadium. Anchored by Marks and Spencer, Next and John Lewis Partnership, significant ecological and other issues had to be overcome to get an approval for this major Greenbelt site.
Six restaurants were also included in the scheme, along with significant funds to York City Council for its new Community Stadium.

**Eston, Middlesbrough**
Acting on behalf of The Lady Hewley Trust, Oakgate is the project manager and promoter of a 70-acre virgin site in Middlesbrough. This process included the production of the first LDF for the area, with phase one delivering a 100,000 sq ft Tesco store, together with other retail units and a petrol filling station. The second phase included a recently completed Marstons pub and McDonalds restaurant. Planning has also been granted for the remainder of the site, and extra land acquired from Redcar and Cleveland Borough Council, to form a major new housing site.

**Langwith Garden Village, York**
Through a joint venture with the Halifax Estates, Oakgate is successfully promoting a major new garden village on the outskirts of York. The site – called Langwith Garden Village – is currently allocated for around 3,400 new homes in the City of York Council’s Local Plan and also includes two village centres, major infrastructure improvements and social and education facilities.

This will be the largest new settlement in York for many years and has been submitted as part of the DCLG’s Garden Settlement Initiative.

It has been a lengthy project that Oakgate started in 2013 and has required the company, and its professional team, to work closely with the Council and other stakeholders to secure the current allocation. It exemplifies their expert commitment to large scale development projects.

**Major town and city centre projects**
The company has also successfully completed various town and city centre developments throughout its history. This has included schemes in York and Harrogate House on Parliament Street in Harrogate. This was a major investment in the building including gaining planning permission for a new hotel.
5. Assessment and Evaluation Policy Context

National Planning Policy Framework 2012

The NPPF is clear in its aims that nationally there needs to be a significant boost to the supply of housing. The NPPF sets out a clear and explicit agenda that LPAs should be delivering a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities in a sustainable manner (paragraph 50).

The NPPF also requires LPAs to widen the opportunities for home ownership identifying the size, type, tenure and range of housing that is required in particular locations, reflecting local demand. The government wants to enable more people to build or commission their own home and wants to make this form of housing a mainstream housing option. The draft local plan identifies policies to deliver this wider choice of homes such as policies HS2: Affordable Housing and Starter Homes, HS3: Self and Custom Build Housing and HS4: Older People’s Specialist Housing which have been taken into consideration in the design of the Masterplan at Maltkiln Village.

The three dimensions or overarching roles in the pursuit of sustainable development are economic, social and environmental:

(i) The economic role is about contributing to building a strong and competitive economy, by ensuring that sufficient land of the right type is available in the right places at the right time to support the growth of innovation – in Harrogate this means supporting a stronger local economy delivering growth and employment for the benefit of the existing and future residents, through providing good quality new employment sites in the most accessible locations such as the employment areas provided within Maltkiln Village;

(ii) The social role is about supporting strong, vibrant healthy communities, by providing a supply of housing to meet existing and future needs; by creating a high quality built environment with accessible local services – in Harrogate this means providing adequate housing which meets the needs of the urban and rural communities and enables access to high quality health and social care and everyday essential services and facilities, through directing growth to the most sustainable existing settlements and/or creating new sustainable settlements which help balance out growth throughout the district, and

(iii) The environmental role is about protecting and enhancing our natural, built and historic environment, improving biodiversity, minimising waste and pollution and adapting to climate change – in Harrogate this means developing a strong urban and rural green infrastructure network through protecting and linking landscapes, biodiversity sites, heritage sites, green spaces and paths; protecting and enhancing the district’s natural resources.

In particular it recognises in paragraph 47 that LPAs should:-
- Ensure their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area;
- Identify key sites which are critical to the delivery of the housing strategy over the plan period; and
- Identify a supply of specific and deliverable sites or broad locations throughout the longer term period.

The NPPF identifies that housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites (paragraph 49).

The NPPF sets out that planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise (paragraph 196).

The Government has openly expressed support for different development concepts, notably new settlements providing for longer term development needs in a sustainable manner. Paragraph 52 of the NPPF notes that: ‘The supply of new homes can sometimes be best achieved through planning for larger scale development, such as new settlements or extensions to existing villages and towns that follow the principles of Garden Cities. Working with the support of their communities, local planning authorities should consider whether such opportunities provide the best way of achieving sustainable development’.

Local Policy

Adopted Development Plan

The adopted Local Plan comprises the following documents:
- Harrogate Borough Local Plan (2001) (Saved Policies);
- Policies Map (2001);
- Harrogate Borough Core Strategy (2009); and
- Supplementary Planning Documents

The adopted development plan is considerably out of date and therefore the requirements of the NPPF are important material considerations in the determination of planning applications.

Draft Local Plan

- Sites & Policies Development Plan Document 2014 (Withdrawn)
- HBC is holding a 6 week consultation on its draft local plan between 11 November and 23 December 2016. The draft local plan includes:
  - Polices to guide development
  - Sites for new homes and jobs
  - Option for a new settlement for the district
  - Allocations for Local Green Space
  - Development limits for settlements.

Oakgate are providing separate representations to the draft local plan (please refer to representations submitted by RSK ADAS 2016 on behalf of Oakgate).

Oakgate are of the opinion that there is an acute need for a new settlement outside of the main urban areas of HBC, in order to relieve pressure on services, primary schools etc. Indeed by the very nature of the consultation, a new settlement centred in the eastern part of the district is clearly favoured and focused on key transport links (A1 (M) and A59). The advantage that the proposal at Maltkiln Village, over and above the two other settlements, is that the masterplan is clearly focused around Cattal station, further increasing the sustainability for this new community and making it the districts best connected location – both locally and regionally.

Unlike the other two proposed new settlements, the proposal at Cattal does not involve expanding or coalescing with existing settlements, such as Flaxby village, Green Hammerton and Kirk Hammerton. Instead it can be sensitively accommodated in this rural area, providing existing residents with additional benefits without putting undue and unwarranted pressure on these rural settlement and services. The site clearly represents a sustainable and sequentially preferable location for a new settlement that will account for a significant proposition of new housing over the plan period, up to 2035.

The draft local plan identifies the requirement to provide 11,607 homes as a minimum over the plan period 2014-2015 (draft Policy GS1: Providing New Home and Jobs) and 20-25ha of new employment land.

Oakgate fully supports draft Policy GS 2 Growth Strategy to 2035 that identifies a New Settlement will help deliver
around 3,000 homes, a range of job opportunities, shops, facilities and services, space for recreation and good public transport links to meet part of the housing demand as follows:

**G. New Settlement**

A major new strategic allocation for housing with associated employment and supporting services and facilities. This will take the form of a new settlement.

In order to meet the need for new homes in the most sustainable locations the majority of new housing and employment growth is proposed in the District’s main settlements. However, there are insufficient suitable and available sites in the main settlements or in other settlements included in the settlement hierarchy to meet this need in full; therefore, a new settlement is being proposed which will help to meet the need within the plan period and beyond. For the purposes of this consultation the council is identifying two options for a potential new settlement. These are:

- land at Flaxby, adjacent to the A59/A1(M)
- land in the Hammerton area, Green Hammerton/Kirk Hammerton/Cattal (supporting text para 3.15).

Para 3.16 confirms that the final version of the plan will only include one new settlement. The evidence base to support the plan does not indicate the need for two new settlements.

The Council clearly recognises the need for a new settlement, located in this part of the district, and within strategic transport corridors of the A1 (M) and A59, to help deliver much needed housing in the district. Whilst two potential sites for a new settlement at Flaxby and Green Hammerton have been earmarked as potential options for a new settlement, this document demonstrates that a third option at Malkiln Village is also a viable and deliverable settlement. Oakgate identify the importance of working with the Council and community to achieve an optimum solution for a new settlement over the forthcoming plan period.

**Housing Need**

Following adoption of the Core Strategy in 2009, HBC started work on a Sites and Policies Development Plan Document to present site allocations to meet the strategy for growth set out in the Core Strategy. However, significant changes were made to national policy (e.g. introduction of the National Planning Policy Framework) between the adoption of the Core Strategy and the submission for Examination of the Sites and Policies DPD. At Examination the Inspector raised significant concerns, including that the housing growth being planned for represented a substantial shortfall when compared against objectively assessed needs. In particular he identified that the DPD seeks to provide 390 dwellings per annum, in line with the Core Strategy, as opposed to the Strategic Housing Market Assessment (2011) projections (sub-national and employment led projections) of 862 and 1,086 (Letter to HBC dated 29th April 2014). His concerns had far reaching implications requiring a fundamental review of HBC’s strategic approach.

HBC subsequently took the decision to withdraw its Sites and Policies Development Plan Document Submission Draft from Examination on 18 June 2014 and proceed with a new Local Plan for the Harrogate district.

HBC has reviewed its evidence base to establish an up-to-date estimate of an objectively assessed housing need (OAN) in accordance with the NPPF. The Council commissioned a Strategic Housing Market Assessment to understand what this figure needs to be. The updated report published in June 2016 concluded that the estimated OAN for the district is 557 dwellings per year. Over the period of the Local Plan (2014-2035) this equates to 11,697 homes.

The most recent Harrogate District Local Plan: Annual Monitoring Report 2016 identifies that the district has a deliverable supply of 5.2 years (this covers the period from 1 April 2015 to 31 March 2016). However whilst the document does not explicitly state that there has been a record of persistent under-delivery of housing, HBC refers to applying a 20% buffer rather than the standard 5% additional buffer as referenced to in the National Planning Practice Guidance (paragraph 47). Therefore significant concerns persist that there is likely to be a continuing shortfall of housing delivery.

The shortfall of housing within HBC is also raised in a recent appeal decision (Appeal Ref: APP/E2734/W/16/3153512), dated 7th December 2016 that granted outline permission for the erection of 75 dwellings at Land off Ripon Road, Killinghall. The Inspector refers to the Council’s SHMA that has concluded that the OAN is 557 dwellings per annum (dpa) over the period 2014-2035, whereas the appellant’s estimate the OAN to be 826 over the same period.

The inspector concludes from the evidence presented during the Inquiry that the likely supply is around 4.87 years and would be further reduced, to state:

As such, irrespective of whether the Council’s or the appellant’s OAN estimate is used, in respect of this appeal, the Council is unable to demonstrate a 5 year supply of deliverable housing land and it is not necessary for me to determine which OAN estimate applies in this instance (para 29).

As this and other previous appeal decisions have demonstrated, Harrogate has in recent years struggled to maintain a five year supply of deliverable housing sites due in part to the constraints that exist around the main towns of Harrogate and Knaresborough and their effect on sustainable locations for growth. The allocation of a sustainable new settlement close to these main towns will assist in supporting a five year sustainable supply of housing throughout the plan period, allowing more control over other locations for growth and protecting the historic and characterful centres of Harrogate and Knaresborough.
6. Planning analysis and the Case for Maltkiln Village

The Proposal

Cattal offers the potential for the district to allocate and deliver a new sustainable settlement in the east of the district to take advantage of the excellent communications links provided by the A1 (M), A59, and Cattal railway station, linking, Harrogate, York and Leeds.

The Proposed Development:
- The development site consists of 166 ha of arable farmland and commercial nursery;
- The proposed expansion would consist of approximately 3000 dwellings at an average of 30 dwellings per ha, comprising both general needs and specialist housing;
- 7,896 sqm of B1 offices;
- 420 place primary school;
- Highways improvements;
- Park and ride facility for Cattal station;
- District Centre with retail, services and leisure; and
- A mix of formal and informal open spaces distributed throughout the development area.

Subject to the Council’s emerging draft local plan, the proposal would be acceptable in both local and national policy. The land is designated as open countryside (albeit there is 27 ha currently in use by the nursery), however, there are no other land designations or areas of sensitivity that would be adversely affected.

The impact of the proposal must be assessed in respect of its impact on the existing environment and infrastructure but ultimately on its sustainability merits. The following sets out what we consider to be the key material considerations in this determination:

- Sustainability
- Transport & Highways
- Flooding and Drainage
- Heritage & Archaeology
- Landscape
- Ecology
- Ground Contamination & Land Stability
- Agricultural Land Quality
- Utilities

Sustainability

Delivering sustainable development is at the heart of national and local planning policy. The following section identifies how the site would deliver sustainable and positive growth around Maltkiln Village. Mapping indicating the proximity of essential services, leisure and recreational and local infrastructure within 2km of the centre of the site are identified in Figure 3 and 4.

Figure 3 identifies the distances to key services (railway station, bus stops, schools, GP Surgery and local shops).
Figure 4 illustrates key recreational and community facilities, pubs/restaurants, places of worship and sports/recreation. All measurements have been taken from the centre of the site at Cattal station.

**Local Road Network**

Maltkiln Village is located within the east of the district and benefits from exceptional and sustainable road and rail links. The northern boundary of the site is located adjacent to the A59 with the masterplan identifying significant junction improvements to benefit new and existing road users. The A1(M) Junction 47 is located approximately 3.9 km to the west of the development. Hence the location is strategically placed within an important transportation corridor with strong connections to nearby towns and cities such as Harrogate, York and Leeds as well as links to the north.

**Rail Services**

Cattal Station is centrally located within Maltkiln Village providing direct train services between Harrogate, Knaresborough (and on to Leeds) and York. The frequency of the current service is hourly and increases to two trains per hour during peak times.

Hammerton Railway Station is also located approximately 1.3 km to the east of the site which lies on the same line as described above.

**Bus routes**

There is currently one infrequent bus service through the site, the number 3 bus service stops informally on Station Road at Cattal Railway Station Hunsingore to Boroughbridge via Green Hammerton. The service also stops at Nun Monkton, Kirk Hammerton, Whixley, Little Ouseburn and Great Ouseburn.

The primary road layout of the masterplan will be designed to accommodate the existing bus service and funding from the development could be used to support any necessary improvements to the local bus service which can be secured via a Section 106 Agreement with HBC and North Yorkshire County Council or via the Community Infrastructure Levy (CIL) when adopted.

The range of existing transportation links means that the location is already well equipped to allow future residents to move sustainably around the district and beyond. The existing operational railway line and station which is located within the heart of Maltkiln Village ensures that residents are no more than 1.2 km away from the station. This also connects the village to the area with the regional centres of Harrogate, York and Leeds, which is considered to be significantly better than the alternative options for new settlements within the district, as they would require significant investment in order to provide a similar level of infrastructure. Although the proposal at Green Hammerton is sited between two stations, this increases the distance for future residents to travel to and would result in any investment being split between the two stations of Cattal and Hammerton. The main concern is that such investment may not yield any tangible or real term improvements for any proposal located at Green Hammerton.
Public Rights of Way

There is a low density of Public Rights of Way (PRoWs) in the local area, with no footpaths crossing the main area of the site. Whilst some footpaths occur around the fringes of the site these can be retained with the final form of development. Footpath 15.132/1/1 that runs along the south-eastern boundary of the site, from Gilswaite Lane to Cattal Street (see Figure 5). The Illustrative Masterplan illustrates sensitive landscape proposals around the PRoW to provide a buffer between the development, PRoW and open countryside.

There are a larger number of footpaths throughout the wider area and Maltkiln Village provides a real opportunity to strengthen the local PRoW network in the area. New footpaths would also be incorporated within the site, including over the railway to improve the permeability of the development. The development would also provide opportunity for securing the maintenance and upkeep of others in the area which provide connectivity from the site to the surrounding villages. This action could be agreed as part of any S106 Agreement or CIL and through suitable discussions with HBC and NYCC.

The wider PRoW network provides a further opportunity for the site to offer leisure and recreation activities whilst promoting positive health and also helping to combat ill health, with walking providing a healthy exercise option for all ages. The site would therefore benefit the locality, whilst also allowing free and easy connectivity with the rest of the surrounding area and district.

Cycle and Pedestrian routes

There is the potential to extend road-side pavements around Maltkiln Village to increase cycle/pedestrian movements in the immediate network and to provide additional cycle lanes too. It is the intention of Oakgate to create a truly sustainable settlement which responds to the relatively flat geography of the site, and an integrated off-highway circulation network for pedestrians and cyclists will include cycleways between the different hubs of Maltkiln Village.

Education

The delivery of Maltkiln Village brings forward the opportunity to deliver a primary school within the development, which will also reduce the burden on facilities at nearby primary schools. There are two primary schools located within close distance to the site. Green Hammerton Church of England Primary School and Kirk Hammerton Church of England Primary School both located within 2km of the site.

The masterplan has provided an indicative location for a Primary School to ensure that it could come forward at the earliest opportunity. Oakgate would work closely with the Local Education Authority to determine such deliverability to deal with increased need.

In terms of secondary education, Boroughbridge High School and King James’s School are both located within 12km of the site. Queen Ethelburga’s College is located 3.6km to the north east of the site which offers both primary and secondary private education. The LEA has identified that a secondary school is unlikely to be required on site and that Boroughbridge High School would be the feeder school.

Appropriate financial contributions would be made to increase capacity or improve facilities of this school in order to satisfy the needs of Maltkiln Village. Further discussions would be held with local bus operators in order to understand whether any new bus services are commercially viable for school children and the general public.

There are also a range of further educational establishments in Harrogate and the wider area including:

- Askam Bryan College (Harrogate)
- Askam Bryan College (York)
- York St. John University
- Leeds University
- Leeds Beckett University
- University of Bradford
Healthcare

The closest GP surgery is Springfield Surgery located less than 1 km away in Green Hammerton. The surgery takes patients from the surrounding rural villages and is within easy walking access of the site.

As illustrated within the masterplan the district hub at the centre of Maltkiln Village has been designed to accommodate a cluster of specialist housing, which would include a telecare and telehealth facility. This is intended to alleviate some existing pressure on services provided at Springfield Surgery.

The location of the nearby surgery further highlights how the local needs can be met sustainably, with access via non-car methods readily available. Financial contributions to either increasing existing capacity or extending facilities where required can be agreed via Section 106 Agreement with the relevant health care bodies in order to support large scale housing growth in this area.

There are many established dentist surgeries in towns nearby, such as Wetherby and Knaresborough. The closest is Glen Lea Dental Suite in Wetherby approx. 11 km away.

Harrogate District Hospital is the nearest hospital located 16 km from the site.

The leisure and wellbeing opportunities of the development’s community facilities, its variety of open spaces, along with its off-highway pedestrian and cycle network, will aid in the promotion of positive health as well as aid in preventing ill health through exercise. The proximity of facilities will also encourage healthy lifestyles, facilitate the prevention or early diagnosis of conditions, and will aid in addressing and reducing health inequalities within the district.

Leisure and Recreation

Pubs and Restaurants

The area surrounding the site is well served by a number of pubs and restaurants. The Victoria Pub is situated within the district hub of Maltkiln Village and is easily accessible on foot from all parts of the site and the immediate area. Pubs including the Anchor Inn and Bay Horse are located at Whixley and Great Hammerton.

Sports, Recreation and Open Space

A number of sports clubs currently operate in the area including Whixley, Great Hammerton and Kirk Hammerton

Sports Playing Fields are also located at Green Hammerton. Children’s play areas are located at Green Hammerton and Kirk Hammerton adjacent to sports playing fields.

Due to the size and scale of Maltkiln Village, the masterplan demonstrates that there would be a significant potential to incorporate new open spaces as well as sports and recreational facilities for both children and adults in the area. This has been incorporated into the design objectives at the heart of the masterplan to maintain the vitality and well-being of the community as well as enhancing facilities for existing communities in the nearby villages. Some of the more significant spaces have been indicated on the illustrative masterplan and these include ....

Community Facilities

The district/community hub is focused within the centre of Maltkiln Village as part of the specialist housing provision in order to integrate this into the wider community and ensure maximum utilisation of the communal facilities. This would enable the delivery of additional facilities and services to ensure the development provides positive economic, social and environmental growth for the site and wider area. One of the core objectives of the masterplan for this site is to ensure that links with the existing villages are enhanced and maintained in order to provide a sustainable development throughout and beyond the plan period.

The settlements of Whixley, Green Hammerton and Kirk Hammerton each have a village hall at the centre of their communities, these halls play host to a range of groups and activities including local co-operatives, elderly groups, fitness and cultural groups. Each of the surrounding villages also has a Parish Council which meets regularly to discuss issues affecting the area and discussing strategies for further improving the local community.

The size and nature of the site would enable the provision of shared space and community facilities to support both the future community and existing communities in the local area. This would also help to positively link the communities of the existing villages with any new development/settlement.

The number of community facilities and range of community groups in the surrounding villages will reduce the potential for social isolation, with facilities for social interaction for all groups, from young families through to older people. The proximity and ease of access to the facilities will also increase the availability and accessibility of cultural venues, providing suitable and affordable venues for groups to meet and pursue their interests.

Places of Worship

A number of places of worship are located within the surrounding area. The Church of the Ascension is located in Whixley, St Thomas's Chapel of Ease and St Joseph's Church are located in Green Hammerton. Two churches are also located at Kirk Hammerton; St John the Baptist Church and Kirk Hammerton Methodist Church.

Employment

The strategic setting of the site provides ideal opportunities for employment locally, within the district and in the neighbouring urban centres.

The draft local plan has also allocated further employment sites in nearby settlements including Knaresborough, Harrogate, Boroughbridge. Locally the draft plan has also allocated Employment allocation under draft policy DM 2 (Employment Allocations) at Flaxby (reference FX 4) and Marston Business Park (reference TW2), both located within 4.93 km of the site.

Due to the size and nature of Maltkiln Village, the development will also provide up to 7,896 sqm of high quality of B1 business space, along with the other facilities in the district hub, the proposal will provide direct employment opportunities on-site.

The site is also well located in terms of sustainable transport links, providing viable options for sustainable travel between the area and the main employment areas of the region; Harrogate, Knaresborough, York and Leeds. The site is ideally located within the strategic highway network (A59 and the A1(M)), providing opportunities for commuting further afield when required.

The site therefore will provide employment opportunities for local people, whilst diversifying the potential range of employees available to local employers. The location of the site adjacent to a number of bus and rail routes means that employment opportunities further afield could be easily and sustainably accessed.

Maltkiln’s proximity to the rail network enables future residents to easily access services and centres of employment by non-car modes of transport, such as Harrogate, York and Leeds.
Retail

Due to the size and nature of the site, there is potential for the site to offer retail opportunities on-site, providing direct local employment for the site and the surrounding area.

The masterplan has included a 450 sq m convenience store, within 8 Ha of mixed use, community and employment areas.

Existing localised goods and services are provided in the villages surrounding the site. Local village shops are located at WhIsley and Kirk Hammerton selling a range of convenience goods, newspapers and magazines. A Post Office is also located in Green Hammerton. A Petrol Station and small convenience store is located within 3km from the site on the A59 near to Kirk Hammerton Moor.

Maltkiln Village benefits from having a direct train service to local retail centres in Knaresborough, Harrogate, York and Leeds, which offer an extensive range of retail goods and services for its future residents.

Larger supermarkets are located nearby at Wetherby, Harrogate, Boroughbridge and York. A number of farm/village shops are also located in the rural areas surrounding the site, selling a range of fresh and locally produced foods, adding further benefits for future residents and the existing local businesses in the area.

The proximity and range of retail services to the site ensures that its residents will have access to essential services and resources within reasonable non-car based travelling distances.

Sustainable Design

Oakgate are committed to delivering a high quality and sustainable design at Maltkiln Village. A practical and sustainable approach will be taken into consideration throughout the design and evolution of the masterplan.

Maltkiln Village will deliver Sustainable Urban Drainage system (SUD’s), water treatment systems and rainwater harvesting, neighbourhood waste collection, community food growing, pedestrian and cycle routes and car share schemes to provide residents with a safe, secure and sustainable community. The construction process itself will also be as sustainable as possible and contractors/developers will be considered using an assessment of their sustainability credentials. Materials should be responsibly sourced (including recycled materials where appropriate), waste should be minimised, transportation impacts reduced and energy impacts managed.

These are just a few examples of facilities and processes that could be incorporated into the final masterplan, subject to a collaborative process of further design development with the Council and other stakeholders.

Transport & Highways

The area around Maltkiln Village has excellent transport links to Harrogate, Knaresborough and the nearby cities of York and Leeds via the rail and strategic road network. The A1 (M) provides connections between Yorkshire and the Northeast of England and the Midlands, south-east and London. The site is also located adjacent to the A59 which is the major route between York and Harrogate and connects to West Yorkshire and the North West beyond.

It is recognised that access to public transport should be the primary method of travel in order to promote sustainability, however meeting all travel demand by these means is not always practicable and the adequacy of road links serving potential development sites therefore remains a key consideration. Focusing growth around Maltkiln Village will both allow communities access to a wider range of jobs and facilities and also help to promote and attract new businesses to the area.

As part of this masterplan process WSP Parsons Brinkenhoff have completed an assessment of the site access and required highway/infrastructure requirements to support the new settlement. This is fully detailed in the accompanying Transport Assessment. This key objectives of this report were to assess the following:

- Provide a suitable and safe access road and examine the position of junctions that are required into the site off the A59 in order to achieve successful movement's patterns to and within the site;
- The phasing of the junction improvements/ roundabout off the A59 to ensure the early delivery of housing completions at scale;
- Crossing of the railway line;
- Station improvements; and
- Improving pedestrian and cycle movements through the site.

The report identifies a provisional list of on and off site highways works that can be delivered at Maltkiln Village, this is likely to comprise the following:

- Junction improvements with A59, the report identifies that two new accesses are the most appropriate for this site, including a new four arm roundabout which provides access to the station;
- To the east of Station Road, a secondary access will be provided on the A59 York Road in the form of a ghost island priority controlled junction;
- A park and ride facility for commuter use (60-75 space car park);
- Reduction of existing speed limit on the A59 from the National Speed Limit to 40mph east and west of the development;
- New vehicular route created across rail line;
- Existing level crossing to be stopped up and pedestrian bridge to be provided to improve pedestrian movements between both platforms;
- Existing vehicular access connecting Gilthwaite Road and Gilthwaite Lane will be stopped up for emergency access only and would instead become a pedestrian and cycle access;
- Upgrades to Gilthwaite Lane to be made and re-aligned to accommodate two way traffic and pedestrian footways;
- Existing vehicular access at Station Road to be stopped up and turning area to be provided to the northern end of the station;
- Off-Site Highway Works for new internal roads;
- Pedestrian and cycle link improvements throughout the site to improve connectivity and suitability of the site; and
- Public Transport provision, including improvements to rail provision.
Overall the development’s design will be to reduce the number of people taking private vehicular trips and using their cars as their primary mode of transport, through the availability of alternatives including rail, cycling and walking. These amenities will be available for existing local residents alongside residents of the new village, making the development beneficial for all.

The development site is within a reasonable walking and cycling distance of Cattal Station, particularly as the development is all within 2km of the station. A number of settlement and employment destinations including Marston Business Park are within a reasonable cycling distance.

The planned upgrading of Cattal Station as well as the Local Enterprise Partnership (LEP) Local Growth Funding to improve the Harrogate line and frequency of service will enhance the accessibility of the site by sustainable modes.

Overall, it is concluded that a range of key facilities and services, including employment, retail, leisure, health and education uses are readily accessible within the Maltkiln Village development proposals. It is therefore considered that the location of the site is consistent with national and local policy objectives.

The report concludes that the analysis undertaken does not observe any notable or significant traffic/highways issues with Maltkiln Village itself. The drawings undertaken by WSP Parsons Brinkenhoff demonstrate that there is a workable solution for both junction types.

As part of analysing the deliverability of the scheme, Oakgate are confident that the key infrastructure and necessary improvements can be brought forward in line with the phasing of the development. Details of this are provided in the separate Phasing report which accompanies this document.

The council has undertaken a significant amount of work already on infrastructure provision. The draft Local Plan identifies that the work to date has indicated that a New Settlement at either of the proposed locations, Flasby or Green Hammerton, is likely to have an impact on Junction 47 of the A1 (M) and further work will be needed to understand how this impact will be mitigated. Oakgate are committed to working with the Council as the design of the masterplan evolves.

Flooding & Drainage

Oakgate commissioned WSP Parsons Brinkenhoff to undertake a high level Flood Risk and Drainage Strategy. The results of this have been provided in a separate document to accompany this report (Flood Risk and Drainage Constraints Report WSP Parsons Brinkenhoff).

According to the Environment Agency’s interactive mapping system the majority of the site lies within Flood Risk Zone 1 and therefore is at the lowest risk of flooding. As such, the site provides an ideal location for focussing development. There is a small area of land within Flood Zone 3 that runs along Kirk Hammerton Beck, that crosses the site in an east to westerly direction. The Illustrative Masterplan identifies that this area would be kept free of development and additional landscaping would be planted along this corridor to enhance the beck. A key part of the landscape framework is the sustainable urban drainage system (SUDs) that will be incorporated into the development to ensure there is no risk of increased flood both on and off-site by reducing peak discharge from the area.

Opportunities to link the SUD system to placemaking and habitat creation along with the drainage strategies are a key part of this.

The site is therefore clearly preferable to alternative sites or options which either are at risk of flooding or would present issues for flooding in the wider area. Instead, the site and wider area provides a clear, sustainable and preferable location for future development and would not increase flood risk beyond the boundaries of the site.
Heritage & Archaeology

FAS Heritage were appointed by Oakgate to undertake a Heritage and Archaeological assessment of notable heritage assets within the promotion site and wider area, and the consideration of these and impacts on their settings have been considered in the evolution of the proposals. For further detail please refer to the report (FAS Heritage 2016) that accompanies this document.

All statutory and non-statutory heritage designations with 5km are detailed overleaf.

As the report demonstrates Maltkiln Village would not have a significant or detrimental impact upon the interests or significance of any heritage assets, with the sensitive design and incorporation of appropriate mitigation measures into the masterplan.

The limited number of heritage assets affected is a positive attribute to this site and demonstrates that any limited impacts can be mitigated through design or an appropriate programme of archaeological evaluation and recording. The following elements have also been incorporated into the masterplan:

- The site contains only one listed structure a Grade II Listed milepost at the northern edge of the site which has been retained in the proposals.
- Two of the closest listed buildings to the development are Providence House Grade II listed (immediately to the north) and at Old Thornville (Grade II*) to the southwest. Impact on their setting will be taken into account as the design work progresses, and appropriate landscaping and screening will be incorporated into the masterplan to protect their setting.
- The site is not within a designated Conservation Area (CA). A number of the villages in the wider area contain designated Conservation Areas. Whixley, Green Hammerton and Kirk Hammerton CAs (as detailed in Figure 2 of the accompanying Heritage Appraisal). Kirk Hammerton is the closest CA located approximately 335m from the eastern boundary of the site. The report confirms that impact on the appearance and character of the Conservation Area itself would not be harmed, and its immediate connection with its rural surroundings would not be affected. The separation distance would prevent coalescence with the nearest village, maintain the sense of openness, and the masterplan ensures there would be screening of views from the village. This has been incorporated into the masterplan and is shown in more detail on the illustrative masterplan.
- A Bronze Age barrow has been recorded towards the south of the site and a buffer between this and the development has been incorporated into the masterplan.
- Allerton Castle (Grade I) and Registered Park and Garden (Grade II) are located over 2km to the west of the site. A site visit to this heritage asset has been undertaken and it is not considered that the development would harm views to, from or within the park due to the intervening topography and vegetation. Suitable screening that would be incorporated into the masterplan allow the built form of the proposed settlement to recede into the landscape.
- A number of archaeological features are likely to be present on site/ have been noted. These features do not represent a constraint to development, and any adverse impacts on the buried remains can be mitigated through retaining the area as open space or appropriate archaeological recording and monitoring.
Landscape

DLA was appointed by Oakgate to undertake a preliminary Landscape Appraisal of the site and wider area. An assessment of the potential site visibility and views has been carried out through a mix of desk top analysis and on-site observation.

This has identified the opportunities and constraints for residential development, employment land, transport infrastructure and required ancillary development to inform the evolution of the proposed masterplan.

Maltkiln Village benefits from being mostly made up of gently rolling arable land, and a majority of the area sits below the A59 which, along with roadside vegetation, provides screening from this highway. The area is characterised by its rural nature with a number of large agricultural fields, separated by field boundaries defined by hedgerows and occasionally lined with mature boundary trees which act as boundaries between fields as well as along roadsides.

A small number of lanes dissect the site providing access to the wider area including Gilsthwaite Lane that runs east-west through the centre of the site. The York-Leeds railway line runs east-west through a cutting and the embankments are covered with a mixture of native scrub and trees.

Despite the large scale of the site, it is relatively visually well contained, which is positive in terms of its potential to incorporate a new settlement without visual harm. The site also benefits from not being located within any national or locally designated areas.

The size of developable area enable the masterplan to introduce new green infrastructure, open space and habitat linkages on site which complements the existing local landscape character in accordance with Harrogate’s Green Infrastructure SPD (2014). Extensive landscape buffers have been incorporated into the Masterplan around existing properties, the PROW and along the eastern boundary of the site to limit views from existing visual receptors and Kirk Hammerton Conservation Area and create a suitable edge to the development.

Landscape Opportunities

- Retention of boundary trees and hedges where possible;
- Diverse and integrated open spaces provided throughout the site, including landscaped parkland and several pedestrian and vegetation corridors;
- Significant landscape buffers to curtail views of proposed development from existing settlements;
- Providing a framework of well-designed public open space and natural areas that thread throughout the development, supporting significant biodiversity enhancements on site and connect to the surrounding landscape and PROW network; and
- Integrate the development into the local landscape.

Landscape Constraints

The identified constraints for residential development are as follows:

- The site is outside out any settlement boundary and would require a robust masterplan to ensure the scale of development is appropriate to the form and character of the surrounding landscape character and retains the rural character of nearby villages;
- Kirk Hammerton Conservation Area is located beyond the eastern boundary of the site. Having a landscape buffer along the eastern boundary of the site would help to reduce the visual impact and prevent coalescence with Kirk Hammerton; and
- PROW 15.132/1/11 crosses the south eastern boundary of the site, however this can be incorporated within the green landscape corridor to ensure there is a buffer between the built development and Kirk Hammerton.
Ecology

Oakgate appointed RSK ADAS Ltd to undertake an Ecological Appraisal of the site and its surroundings. A Phase 1 Habitat and Protect Species Survey assessment of the site was undertaken and an Ecological Assessment accompanies this document. A phase 1 map that identifies the ecological characteristics of the area, see figure.

The map identifies the areas not surveyed at this time which is also being promoted as part of the consultation for a potential settlement option (reference GH 11). This area is mostly covered by the large commercial nursery, Public House and residential properties. However this not expected to contain any notable habitats/species of high ecological value due to the nature of the existing land uses and large areas of hardstanding. However satellite aerial photography was analysed to give an indication of the ecological characteristics of these habitats and any know ecological features from desk-based research have been incorporated into the masterplan.

As part of more detailed design work it will be important to undertake more detailed survey work of species and habitats to provide appropriate mitigation measures. However the work undertaken so far has been used to inform the evolution of the proposed masterplan to ensure that potential development would not have any adverse effects on notable habitats or species.

Summary

Statutory designations
The site is not part of or adjacent to any statutory designations. The only statutory designation of international importance for nature conservation within 10 km of the proposed development is Kirk Deighton Special Area of Conservation (SAC), approximately 6.88 km to the south-west of the site. The nearest Site of Special Scientific Interest (SSSI) is located 0.89km to the south of the site, at Aubert Ings which has been designated in order to protect a range of flora that grows adjacent to the River Nidd. Due to the separation distances and reasons for designation, the site would not pose any impact upon these designated sites.

Non-statutory designations
There are no Local Nature Reserves (LNR) within or adjacent to the site. There are only two Site of Importance for Nature Conservation (SINCS) within 2 km of the site, Syke Dike Willows (1km) and Tockwith Ings (1.21km away) 0.8 km to the South East of the site. Both are at a sufficient distance away such that they should not be affected by development within the defined boundary.

Woodland
A small number of parcels of woodland are located within and adjacent to the site. Further small parcels are scattered sporadically throughout the wider local area. Any impact upon these small areas of woodlands would be carefully assessed and managed to ensure no loss of sensitive woodland within the site and the surrounding area. A belt of semi-natural broadleaved woodland runs along the railway embankment as well as a number of scattered trees along Kirk Hammerton Beck. The Illustrative Masterplan has retained these elements as provided large landscape buffers to enhance these natural green corridors.

Tree Preservation Orders
There are no recorded Tree Preservation Orders (TPO) located within or adjacent to the land. The site would therefore pose no impact upon the safeguarding or wellbeing of any trees place under the protection of a TPO.
Habitats
Apart from the area occupied by the large commercial nursery and various large gardens and horse paddocks much of the land being proposed for development comprises relatively open arable farmland on gently undulating ground, which is of negligible ecological value due to its low grade and widespread nature.

The following habitats have been found within the site that contribute to the local ecological network and are shown on Figure 6:

- Hedgerows
- Scattered mature field boundary trees
- Standing water (ponds)
- Flowing water (streams/becks)
- Badger setts along Railway embankment
- Arable field margins

The Desk Study and site visit identified there to be no evidence of Water Voles (e.g. possible burrows) along Kirk Hammerton Beck and identified no Badgers sets apart from a small stretch along the railway embankments. Similarly, whilst no Great Crested Newts where observed on the site, there are some ponds in the local area which could have the potential to accommodate the species. As a result, further investigations would be undertaken and a full mitigation and management strategy would be incorporated to protect these species.

The proposed development at Maltkiln Village affords significant opportunities for biodiversity enhancement (and net gains in biodiversity), which will focus on the retention and enhancement of the various components of the local ecological network (beck, railway line, hedgerows), as well as significant areas of new tree / woodland planting and enhancement of the local pondscape.

- Ecological Network - Retention and appropriate management of hedgerows (where possible) and enhancement of ecological network and corridors through creation of buffer zones (e.g. grassland / wildflower seeding and establishment).
- New tree / woodland planting – To extend existing woodland habitat (e.g. Scale Moor Wood), establish new areas of woodland and to provide screening (e.g. along railway line).
- Enhancement of local pondscape – Through restoration of existing ponds and creation of new ponds, which would have a significant benefit for local biodiversity especially where they can be buffered and linked to other ponds / habitats.

The illustrative masterplan has been designed provide for the retention (where possible) of these habitats and significant areas of ecological enhancement and habitat improvement to help to avoid or minimise potentially significant effects on the above ecological receptors (see Figure 6. includes an areas of open space, a proposed SUDs scheme, as well a series of wildlife corridors through the site, including along Kirk Hammerton Beck. As a result of the proposed improvements and the existing low ecological value of the fields at present, the development will likely lead to an overall increase in the biodiversity of the area.
Ground Contamination & Land Stability

The site is relatively flat, sloping upwards towards the north. The surrounding area is characterised by gentle rolling hills, gently undulating between xxm and xxm AOD. A majority of the site is largely managed for arable crop production with smaller grass fields interspersed throughout the area. Field size is typically of a medium to large scale and bound by a mix of hedgerows and fencing.

Using data from the Environment Agency (EA), it has been identified that there are no historic landfills on site. The historic land use is predominantly agricultural with localised uses such as the care-home, pub and commercial nursery unlikely to present a significant risk of contamination. Therefore it is not expected that there would be any significant issues in relation to contaminated land. There are no known issues of land stability, a railway cutting dissects the central part of the site from east to west and shows no signs of instability or slippage.

Agricultural Land Quality

The Agricultural Land Classification (ALC) grade according to data from Natural England (from 1988) identifies the Maltkiln Village development to comprise of a mixture of Grade 2 (Best and Most Versatile Land) and Grade 3 (Good to Moderate) land. Further ALC testing would need to be undertaken to provide an up to date survey of the land. Whilst the NPPF seeks to develop on lower grade land, (3b-5), development on higher grade land would need to be balanced by the local planning authority (LPA) against the opportunities and benefits delivered by the scheme as a whole.

In the case of Maltkiln Village, the development can meet the scale of housing growth required in Harrogate and well as providing ancillary development to compliment the delivery of up to 3000 homes.

Utilities

Oakgate has commissioned WSP Parsons Brinckerhoff to investigate a Utilities assessment of the site. This has identified that the site benefits from a number of existing utilities services and infrastructure. In terms of electricity, a 3 phase supply is already available at the site, with usage by a number of residential properties as well as the main businesses in the area. The site also currently benefits from adopted mains, surface and foul water infrastructure. There are no significant easements on or around the site that will materially affects its ability to deliver units.

The benefit of having existing utilities infrastructure around the site and within the local area highlights the attractiveness of the site for attracting future development with some level of infrastructure already in place to support future growth. While this area is not currently served by a mains gas supply, Oakgate will investigate the provision of a gas supply to serve Maltkiln Village which may then also benefit the existing villages in the area.

Constraints

There are no technical constraints that Oakgate is aware of that would prevent development on this site. The site constraints have been identified on Figure 5 in which the illustrative masterplan has taken into account during the design of Maltkiln Villgae. The site has good access to a strong highway network, desirable topography for development and would not result in any significant landscape or ecological impacts. A majority of the site is within Flood Zone 1 apart from a small area along Kirk Hammerton Beck which will be excluded from development. Extensive landscaping is proposed along the beck and SUDS to ensure there is no risk of flooding both on and off site.
Agricultural Land Classification (Figure 7)

ADAS
Land at Maltkiln Village
Nr Harrogate

Agricultural Land Classification

- Harrogate Borough

Grades

- Grade 1
- Grade 2
- Grade 3
- Grade 4
- Grade 5
- Non-agricultural
- Urban

Source:
Agricultural Land Classification Data - Natural England

Drawn by Andy Frost 16/12/2016, Verified by Hannah McGinn 16/12/2016

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Agricultural Land Classification (Figure 7)
7. Design and Masterplan

DLA Design group were appointed by Oakgate to provide an indicative masterplan that enable the Council and local community to see the evolution of Maltkiln Village and how the site interacts within its wider context.

The works includes:

- Developing a concept ideas Masterplan taking account of the site's constraints and opportunities;
- Present an indicative concept Masterplan including access points, junction type/design, roads, transport infrastructure, linkages, landscaping, areas of ecological protection and enhancement, identification of heritage sensitivities, housing and employment areas; and a district centre hub

Concept/Vision

The land that has come forward is ideally located to provide a new settlement centred around Cattal station and a district centre. The Maltkiln Village proposal is to create a new, sustainable and distinctive settlement that retains the rural character of the surrounding area with clearly defined edges that does not coalesce with neighbouring villages, with the capacity to deliver 3000 dwellings over the local plan period (up to 2035). As well as the significant new housing development, ancillary services and facilities can be provided within this proposal includes significant infrastructure developments and improvements to Cattal Station.

The village will evolve around the planned inclusion of existing site assets: landscape, open water and ecological features will be retained and enhanced and notably, Cattal Railway Station, an established convenient and sustainable transport link, will form the heart of the settlement.

As the development framework was developed a series of key design drivers were established

Indicative Land Use Mix and Phasing

The district is well regarded for its high quality built and natural environment and remains one of the most sought after and desirable locations in Yorkshire and Northeast England. There is strong Government support to significantly boost the supply of housing and the NPPF requires LPAs to identify a supply of specific and deliverable sites. The site benefits from willing landowners and strong developer, Oakgate, that will drive forward the delivery of an integrated settlement.

Maltkiln Village provides a comprehensive and integrated approach to new development including delivering new community facilities at a community hub located most logically near to Cattal station as illustrated on page 80 of this document.

Infrastructure to be provided

Sustainable transport opportunities as its core is centred around Cattal railway station with well-connected bus, cycle and pedestrian routes linking the new with the existing community.
Green Infrastructure

The size of developable area enable the masterplan to introduce extensive new interconnected, multi functional green infrastructure on site, complementing the existing local landscape character in accordance with Harrogate’s Green Infrastructure SPD (2014). The development of the green infrastructure strategy began with the study of existing landscape character assessments, both national and local, which provide crucial information used to help understand the character of the landscape that the development will sit within.

The landscape character assessments identify the features that give an area its ‘sense of place’ and also provide information on opportunities for enhancement.

The key drivers that influence the green infrastructure at Maltkiln Village include:

• The east west railway line (buffer zone and ecological value enhancement);
• Kirk Hammerton Beck;
• Existing vegetation within and adjacent to the site; and
• The historic field pattern – creating more subdivision and connecting existing landscape features.

The opportunity is to then use the landscape structure and maximise multi-functionality affording a range of social, environmental and economic benefits, such as:

• Cycle and pedestrian links;
• Habitat creation;
• SUDS features;
• Amenity space;
• Public Art; and
• Play and leisure facilities (bringing health benefits).

The objective of the green infrastructure within the development is to:

• Enhance the ecological, recreational and amenity value of the site;
• Create a network of interconnected and engaging spaces;
• Provide screening and separation from surrounding settlements;
• Connect the Site with the surrounding landscape; and
• Integrate the development into the local landscape.

The landscape character assessments identify the features that give an area its ‘sense of place’ and also provide information on opportunities for enhancement.
Landscape Strategy Baseline

A Landscape Statement for the Site was produced by ADAS in January 2016 to guide the master planning proposals. The report includes:

- A description of the existing landscape baseline conditions;
- A description of the key landscape features and key visual receptors with views into the site;
- Identification of landscape opportunities and constraints; and
- A description of potential connections into areas of settlement development in the wider area.

The information within this report has been used to guide the landscape and masterplanning proposals.

National Landscape Character

The site is located within the Southern Magnesian Limestone National Character Area (NCA 30). The limestone creates a ridge, or narrow belt of elevated land, running north-south through the NCA, forming a prominent landscape feature from Rippon in the north to Mansfield in the south.
County Landscape Character

The North Yorkshire and York Landscape Characterisation Project (2011), identifies a number of character types within the County. The Site is located within The Magnesian Limestone Ridge (6). The landscape is described as:

‘...low, gently rolling limestone ridge is covered with a patchwork of fertile, predominantly arable fields which are often delineated by a network of mature hedgerows and drystone walls. Patches of semi-natural woodland are features of the steeper slopes. Wooded estates, which often contain historic buildings, are also a key feature of this area.’
District Landscape Character Area

Within the Harrogate District Landscape Character Assessment (2004), the site is located within Whixley Arable Farmland character area (95). Key characteristics include:

- Gently undulating landform
- Land managed for arable production with smaller grass fields around the villages.
- A plant nursery covers a large area of farmland and contrasts with the arable land.
- Medium to large sized fields bound by a mix of hedges and fencing.
- Woodland and tree cover is sparse except for around settlement.
- Individual trees along field boundaries.
- The area has a lot of scattered farmsteads.
- Local building materials include red brick and tile, render, Magnesian limestone and slate.
- Roman road along eastern edge of area plus York Road and a strong network of minor roads radiating away from Whixley, Kirk Hammerton and Green Hammerton.
Landscape Designations

The site is not located within any nationally or locally designated areas.

Landscape Features

There are a number of key landscape features within the site that have potential to be retained and enhanced as part of the development of the Site:

- The Kirk Hammerton Beck;
- The boundary hedgerow network;
- The mature trees around the entrance to the Westfield Farm from Gildhowe Lane; and
- The mature trees that surround the Westfield Farm buildings.
Landscape Strategy

As one of the underpinning principles of the site plan development, the intention is to lead with the landscape, then consider the built fabric - where the landscape informs the location, layout and design of the development where appropriate.

Following reviewing the baseline information, such as Landscape Character Assessments, the first step to developing a strategy is to look at the site and surrounding area, as well as the historical landscape. This is typically shown as the existing site with landscape features identified (tree and hedgerows, areas of other vegetation, watercourses, buildings, structures and infrastructure) as well as adjacent land uses.

Historic Context

Site boundary shown overlaid onto historic map circa 1900 to provide an understanding of the historical context of the site, previous uses and field patterns, which appears generally unchanged in over 100 years.

The historic landscape of the site and local area appears to be defined by medium sized fields, however the large fields make up the western site area, which are evident today. While a large number of the medium field boundaries evident in 1900 have been lost, there appears to have been limited vegetation cover, such as woodland, in the area.

Cattal station and rail line are dominant features within the historical landscape. Existing minor roads of Cattal Street, Stephenson’s Lane, Gilsthwaite Lane are evident. The current A59 is loosely aligned with what was at this stage a minor road (unnamed on this historical map).

The plant nursery, while evident at this point, was limited to the area north of Gilsthwaite Lane and Kirk Hammerton Beck.
Site Constraints

- Denotes approximate line of public footpath/bridgeway
- Denotes approximate area of existing rail line with 20m offset
- Residential property shown with 20m offset within site boundary
- Existing watercourse/drainage ditch
- Existing pond
- Approximate 1:30 flood extents - to be verified
- Woodland/groups of trees (approximate location)
- Hedgerow (approximate location)
- Grassland (including grass field margins)
- Ecological constraint shown with 30m offset (approximate location). Offset may be greater dependent upon construction activities
- Archaeological constraint shown with 30m offset (approximate location). Offset may be greater dependent upon construction activities
- Listed grade I milepost (NGR 444586, 456368)
- Cattal railway station and associated buildings
- Potential road access
- Approximate location of removed historic field boundaries within the site: circa 1900.
Existing key Landscape Features

Identification of the key landscape features identified within the site and adjacent areas (tree and hedgerows, areas of other vegetation, watercourses, buildings, structures and infrastructure) as well as adjacent land uses and development areas:

- The site is dominated by large agricultural fields with hedgerow boundaries. There are some scattered trees and small woodland blocks within the site. The majority of the existing vegetation is focussed along the railway line embankments creating a strong green corridor running east to west through the site.
- A few woodland blocks to the site boundaries create some features of note, however these are relatively isolated and therefore limited in their value.
- Kirk Hammerton Beck is another landscape feature that provides some value to the site. There are some, limited areas of vegetation associated with the Beck.

Historical Field Boundaries

It is clear from the historical mapping that large areas of field boundary vegetation within the site and surrounding area have been removed over the last century resulting in large field patterns. This has left isolated areas of vegetation with poor connectivity.

To aid define potential new green connections, the historical field boundaries, now lost, have been overlaid to aid understanding of those boundaries and areas of vegetation (woodland) that remain.
Drainage and Potential Flooding

An understanding of how the land drains and areas susceptible to flooding provide indicators to how the site can be developed to work with the existing topography and features, keeping the built form out of these potential risk areas. Approximate areas of flooding have been overlaid onto the key landscape features plan and this illustrates:

- Potential flooding associated with Kirk Hammerton Beck; and
- Several low points within the site create areas susceptible to flooding.

Landscape Opportunities

After identifying the key landscape features within a site, the development of site opportunities and constraints translates the baseline information into a tool to guide the development of a strategic landscape led masterplan. Landscape opportunities identify potential areas where landscape and ecological enhancement may be appropriate, such as the connecting of two green spaces.

The Landscape Opportunities include:

- The Kirk Hammerton Beck could form a key part of a central green space running through the site providing a landscape buffer to Gilsthwaite Lane;
- The vegetation associated with the railway line and associated buffer planting within the site creates an opportunity east to west through the site;
- Existing hedgerow structure and mature trees could form basis of green infrastructure on site which links to a number of small woodlands and other habitats adjacent to the site;
- Utilise historical field boundaries to align other green infrastructure links, connecting features in a logical way and making sense of those features that have been retained over the last century; and
- Enhancement of existing boundary vegetation to further screen the site from local visual receptors, creating an appropriate edge to the development and separation of development from surrounding villages.
- Total site area 166 Ha
- Residential 100 Ha
- Mixed use/community/employment 8 Ha
- Infrastructure and landscape 58 Ha
Good urban design is essential to deliver places which are sustainable on all counts: places that create social, environmental and economic value. The development framework sets out to create stimulating, enjoyable and convenient places that will meet a variety of demands from the widest possible range of users. This layer seeks to weave together different building forms, uses, tenures and densities by identifying unifying characteristics.
Urban Form

The development proposals establish a hierarchy of streets and spaces that are defined by the built form and a well-coordinated mix of landscape elements.

Whilst the Illustrative Masterplan shows how the network of streets could be designed the detailed road design will be submitted and agreed with the Local Authority as part of future applications.

Crime prevention and community safety will be prime considerations in layout. The principles of security explained in the ‘Manual for Streets’ Secured By Design (SBD) guides and Approved Document Part Q – Security Dwellings, will be respected. Dwellings will be configured as perimeter blocks and orientated to overlook open spaces and movement routes. Not only does this promote natural surveillance but also creates a legible and attractive public realm. The perimeter blocks also have a strong defensible inner core to enhance the security of the scheme as a whole. The large cells can be subdivided into smaller blocks by the addition of a permeable, logical network of secondary and tertiary streets.

The secondary/tertiary routes comprise a mix of narrower streets, shared surface ‘home zones’ and private drives. The network will provide access to all parts of the site and will also ensure that alternative routes are available through the site in case other routes become un-passable.

The detailed design of the secondary/tertiary road network will seek to minimise hard engineering requirements and to follow best practice as described in ‘Manual for Streets’.

An attractive and interesting housing layout will be created by developing different character areas within the housing with a sense of place and individuality through careful attention to layout, architectural design, incorporation of open spaces, and landscape treatments.

The layout is based upon an informal grid of perimeter blocks and a hierarchical street network to create a permeable and distinctive development.

The creation of perimeter blocks and a permeable movement network will increase legibility within the site, as will the series of nodal points (Social Spaces) along the main boulevards, the importance of which will be highlighted by an increase in scale and massing, where appropriate.

The layout will cater for the needs of pedestrians, cyclists and vehicle users alike with a variety of movement routes designed to encourage a choice of navigable routes through the development, in particular between new key community facilities. This is a key element in encouraging more sustainable movement patterns for local trips.

A comprehensive network of traffic free ‘green corridors’, criss-cross and dissect the site with the intention of promoting a pleasant environment complete with internal views and vistas through the development.

The aesthetic appearance of buildings will be the subject of future applications, but it is envisaged inspiration will be taken from the best local examples. The site is also large enough to offer variety and a distinctive character in its own right.

Elevational styles would be agreed collaboratively with stakeholders allowing different character areas with differing density and form across the site.
Accessibility, Legibility and Sense of place.

The accessibility strategy is to create a community development that is well connected with access and movement strategy that is multi-modal, legible and easy to use for all.

To create a unique sense of place which promotes a wellness and good health ethos. To discernible routes and well thought-out connections across the site that frame key views and approaches.
Accessibility, Legibility and Sense of Place.
Pedestrian Access
The proposals seek to encourage a healthy lifestyle for the new community through well designed walking, cycling, exercise and jogging routes.

The development aims to deliver a ‘Walkable Neighbourhood’, a pro-pedestrian/cyclist environment by providing dedicated pedestrian and cycle routes.

A comprehensive network of safe, convenient and attractive footpaths and cycle routes will be provided within the site to provide convenient routes to local shops, green-space, and the wider street network beyond the site, and to accommodate and encourage cycling, walking and bus travel.

Safe pedestrian and cycle routes will be accommodated within attractive public realm corridors and the green infrastructure network. Safe crossings will be provided at the interface with all principal roads and cycle/pedestrian priority crossings as required within the site.

Pedestrians and cyclists will also be able to access the site via the four existing vehicular junctions off The Drove St Denys Avenue, Stokes Drive and Covel road.

In addition, a network of traffic free routes will provide direct, safe routes between the new homes and the new community facilities. Safe routes to the school will be created along shared cycle and footpaths.
Health and Well-Being
Play Areas

Key
- Neighbourhood Equipped Area for Play (NEAP):
  - Minimum activity zone area of 1000m².
  - Shown with 15 minutes' walking time zone.
- Local Equipped Area for Play (LEAP):
  - Minimum activity zone area of 400m².
  - Shown with 5 minutes' walking time zone.
A Sustainable Approach

A sustainable development will consider the balance between social, environmental and objectives, making best use of today's resources, without compromising the future.

- The Sustainability strategy aims to:
  - accommodate a changing world – climate, social demands, natural resources and inclusive for all,
  - provide an holistic, multi-disciplinary team approach,
  - provide simple solutions that have a natural longevity – improve environmental performance,
  - minimise environmental impact throughout the building's life cycle (life cycle assessment),
  - create spaces that promote a sense of well-being,
  - think global - act local – a collaborative approach,
  - a sustainable design that will be ultimately flexible and adaptable,
  - promote community relations and the well-being of colleagues,
  - deliver a BREEAM accredited development,
  - deliver a quality landscaped setting for the proposals, and
  - deliver a Sustainable Urban Drainage system (SUD's), water treatment systems and rainwater harvesting, neighbourhood waste collection, food growing and car share schemes.

SUD's Layout
Employment Land & Community Facilities

The site is located adjacent to the A59, junction 47 of the A1 (M) and Cattal station to exploit its proximity to excellent transport links. The indicative masterplan allows for a focus for employment uses on both sides of the rail line, that also connects into the new community hub. The hub facilities may include an extra care facility, community centre, a convenience store and restaurant which would also provide important services for local business. The employment uses have been located adjacent to the rail line to allow ease of access to public transport, parking and allows for a larger buffer for residential properties away from the rail line.

A District and Community hub would be integrated into the specialist housing for older people located at the centre of Maltkiln Village. This offers vital interaction between users of these facilities and buildings, such as the primary school, services, business units and employment facilities, as well as providing a focus for interaction between residents and non-residents of the new village.
Primary Ecological Corridors

The ecological strategy is to provide strong recreational and wildlife links with the surrounding area promoting excellent standards of ecological practice. All landscape treatments will have high potential for the development of new ecological habitat as landscapes mature.

Detailed consideration has been given to creating ecological opportunities. This has assessed the protection and enhancement of existing habitats. The aims include:

- Encourage open access and interaction with natural areas.
- Creation of new habitats such as wildflower meadows and native hedgerows.
- Utilise the SuDS detention ponds to provide alternative habitats for invertebrates and aquatic species.
- Extend the established meadow and wetland area to the southern boundary for foraging.
- Preparation of management plans to ensure that habitats are properly managed and monitored.
- The green-space network will provide natural green corridors for the movement of wildlife across the site and will be laid out to enhance opportunities for wildlife.
Successful and sustainable places tend to provide a mix of different types and sizes of dwellings, catering for a range of opportunities. This variety of housing types and forms combine to support more diverse local communities and mean that as housing needs change an area can more readily cater for these needs, reducing the pressure to leave the area.

The Maltkiln Village development will meet a wide range of housing needs, including family housing, specialist housing for older people, affordable and starter homes and opportunities for self-build.
The illustrative masterplan is offered as first thoughts regarding the mix and location of uses within the new village. It is expected that the masterplan would evolve through a process of collaborative working with the Borough Council, County Council and other stakeholders.
8. Comparison with Competing schemes

In terms of the scale and content of the proposal, it is useful to briefly examine Maltkiln Village against the competing schemes (based on the currently know parameters in each case).

As part of the draft Local Plan Consultation Harrogate have put forward two options to locate a new/expand settlement. These are identified as Flaxby (ref FX 3 and FX 4 (employment only)) and the other site is around Green Hammerston (identified as GH 11). Figure 8 shows the location of the draft options.

The principle of providing significant and sustainable housing growth around Maltkiln Village can be demonstrably supported and is discussed in detail throughout this document. In terms of delivering a new settlement, the area around Cattal station clearly has capacity to absorb such growth given it is the least constrained area in the district in terms of Green Belt, landscape, heritage and ecology. As such it is seriously doubtful that any other area will be able to absorb a new settlement without significant environmental impacts.

As demonstrated, the location at Maltkin Village presents a unique opportunity to position a large development/ new settlement around existing key transport hubs, such as Cattal station and the A59 / A3(M) corridors. The table below summaries the key opportunities and benefits that the Maltkiln Village proposal brings forward, over and beyond the other two settlement options that have been proposed in the draft local plan.
<table>
<thead>
<tr>
<th>Maltkiln Village</th>
<th>Flaxby</th>
<th>Green Hammerton</th>
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</thead>
<tbody>
<tr>
<td><strong>Draft Local Plan Option</strong></td>
<td>Draft option PX.3 and PX.4 (employment land only)</td>
<td>Draft Option Gt 11</td>
</tr>
<tr>
<td><strong>Site area (ha)</strong></td>
<td>166</td>
<td>300</td>
</tr>
<tr>
<td><strong>Proposed Housing Units</strong></td>
<td>Up to 3,000</td>
<td>Up to 3,000</td>
</tr>
<tr>
<td><strong>Employment</strong></td>
<td>Up to 7,386 sqm of high quality B1</td>
<td>Not know at this stage.</td>
</tr>
<tr>
<td><strong>Agricultural Land Classification</strong></td>
<td>Mixture of Grade 2 and Grade 3</td>
<td>Mixture of Grade 2 and Grade 3</td>
</tr>
<tr>
<td><strong>Proximity to station</strong></td>
<td>South eastern boundary of the site is located approx. 4.6km from the nearest station (Knaresborough).</td>
<td>The site has been aged and designed with Cattal Station at the heart of the masterplan.</td>
</tr>
<tr>
<td><strong>Transport</strong></td>
<td>The proposal at Maltkiln Village is solely focused to the south of the A59 to limit impacts on the main highway. The proposal will bring forward significant high way and rail improvements for both new and existing residents as detailed in Transport section above.</td>
<td>The two existing railway stations, Cattal and Hammerton, are located at opposite ends of the proposed new settlement. Whilst this offers a choice of two stations for residents, it significantly reduces the scope to focus visible and tangible improvements on one, as the benefits become watered down due to the limited investment available.</td>
</tr>
<tr>
<td><strong>Heritage</strong></td>
<td>It has been concluded that the limited number of heritage assets affected by the Maltkiln Village proposal are a positive attribute to this site, as assessed in the Heritage Appraisal. Unlike the other two proposals, Maltkiln Village is well screened from Allerton Castle (Grade I) and Registered Park and Garden (Grade II) and there is physical separation and screening from Kirk and Green Hammerton Conservation Areas.</td>
<td>The site has been assessed as having a limited impact on any notable habitats, species, and there are no Tree Preservation Orders on site. There is significant potential to bring forward biodiversity mitigation and enhancement through the Maltkiln Village masterplan. The limited number of ecological receptors affected is a positive attribute to this site.</td>
</tr>
<tr>
<td><strong>Ecology/Trees</strong></td>
<td>There are four Tree Preservation Orders on site 32/2009 (W1, W2, W3 and W4) comprising of mixed deciduous and evergreen woodlands that significantly reduce the overall developable area and access areas to the site.</td>
<td>The development would not result in the coalescence of the villages of Flaxby, while also bringing new development close to the boundary of Coneythorpe. Such developments would change not only the character of these rural villages, but also negatively impact on the character of the countryside that separates them.</td>
</tr>
<tr>
<td><strong>Landscape/Design</strong></td>
<td>The development proposal would not result in the coalescence with any existing settlements and there are limited landscape restrictions. The masterplan shows that a distinctive and sustainable settlement with clearly defined edges can be accommodated in this location.</td>
<td>This proposal would result in coalescence with the village of Flaxby, while also bringing new development close to the boundary of Coneythorpe. Such developments would change not only the character of these rural villages, but also negatively impact on the character of the countryside that separates them.</td>
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</table>

Based on a desk-top review a similar level of impacts on ecological habitats and species to the Maltkiln Village proposal are presently expected.
<table>
<thead>
<tr>
<th><strong>Air Quality/Noise/Residential Amenity</strong></th>
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<tbody>
<tr>
<td>The proposal at Maltkiln Village will ensure that the impacts from the A59 and railway line are minimised for the future residents of the village. This will be achieved through the careful design of the masterplan, for example siting employment uses adjacent to the railway line and the incorporation of landscape and ecology buffers along the transport corridors.</td>
</tr>
<tr>
<td>Similar impacts to the Maltkiln Village proposal are expected. The proposal is however based on the principle of locating new development very close to existing settlements and therefore it is likely that a greater number of residents would be impacted during construction. Furthermore, this strategy would also result in greater impact on the neighbouring village’s existing local services.</td>
</tr>
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<tr>
<th><strong>Ground Contamination</strong></th>
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<tr>
<td>No historic landfills within the site.</td>
</tr>
<tr>
<td>Historic Landfill sited within centre of site, within the proposed draft allocation, Allerton Grange Farm.</td>
</tr>
<tr>
<td>There is an existing golf course on site (whilst currently vacant), and residential development would result in the loss of this leisure/recreational use.</td>
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<tr>
<th><strong>Other</strong></th>
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<tbody>
<tr>
<td>The proposal at Maltkiln Village would involve the relocation of the existing commercial nursery. This will facilitate the relocation, consolidation and growth of the business within the local area ensuring retention of employment. Unlike the proposal at Green Hammerton, this site is able to bring forward facilities and services at early stage, therefore helping to minimise any increased pressure on existing services.</td>
</tr>
<tr>
<td>Historic Landfill sited south of the A59 within the proposed draft allocation, Brown Moor/High Coney Garth Fields.</td>
</tr>
<tr>
<td>Whilst the Flaxby site is larger than the proposed site at Maltkin Village, the developable area is reduced by a number of constraints, including multiple TPO’s on the site.</td>
</tr>
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</table>

This proposal will add significant pressure to the existing services at Green and Kirk Hammerton.
9. Conclusion

The emphasis of planning policy is delivering sustainable development in terms of meeting the objectives and vision at both a strategic level, both within and outside HBCs administrative area, as well as at the individual site level. Across this wide spectrum, sustainable development must perform an economic, social and environmental function. Whilst the historic focus for sustainable development has been on urban extensions and re-using brownfield sites in the first instance, more recent Government pronouncements have focused on the principle of new settlements as a means of enabling Council's to meet sustainable growth agendas.

HBC have identified the requirement for delivering 577 homes per year over the plan period 2014-2035. This coupled with the constraints within the confines of the district including large areas of Green Belt, an Area of Outstanding Natural Beauty, and a rural hinterland (outside of Harrogate, Ripon and Knaresborough) dominated by rural villages of varying sizes, means the Council has to consider a development strategy that is most appropriate for accommodating the required growth during the plan period.

There are substantial benefits that would arise from the delivery of Maltkin Village, through the provision of market and affordable housing, employment, community facilities and to the employment associated with construction and future maintenance of the development. The proposed development is extremely well located and sustainable in terms of its accessibility and its measures to reduce reliance on private care use and facilitate a choice of travel modes.

Significant opportunities to bring forward additional infrastructure and benefits than other housing sites proposed in the draft Local Plan.

The most practical and sustainable way forward for the local plan to 2035 and beyond, is a development strategy which includes the creation of at least one new settlement. For the reasons explained within this report, the obvious choice and the one Oakgate advocate being progressed is Maltkin Village.