



# Representations to the Draft Local Harrogate Plan

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Issued by: Kenny Dhillon & Hannah McGinn

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Submitted to: Harrogate Borough Council on behalf of Oakgate Group plc

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# 1 Executive Summary

This report has been prepared by RSK ADAS LTD on behalf of Oakgate Group plc to put forward representations to Harrogate Borough Council's (HBC) Draft Local Plan consultation and promote their development site, Maltkiln Village which is located to the south of the A59 at Cattal. This prospective development will be able to provide 3,000 new homes, employment land and a range of services and facilities to support a new community. Maltkiln Village has excellent links to a sustainable transport hub that is at the centre of the creation of this new exciting and sustainable settlement. This document will assess the proposed site in relation to the emerging planning policies contained within HBCs Draft Local Plan.

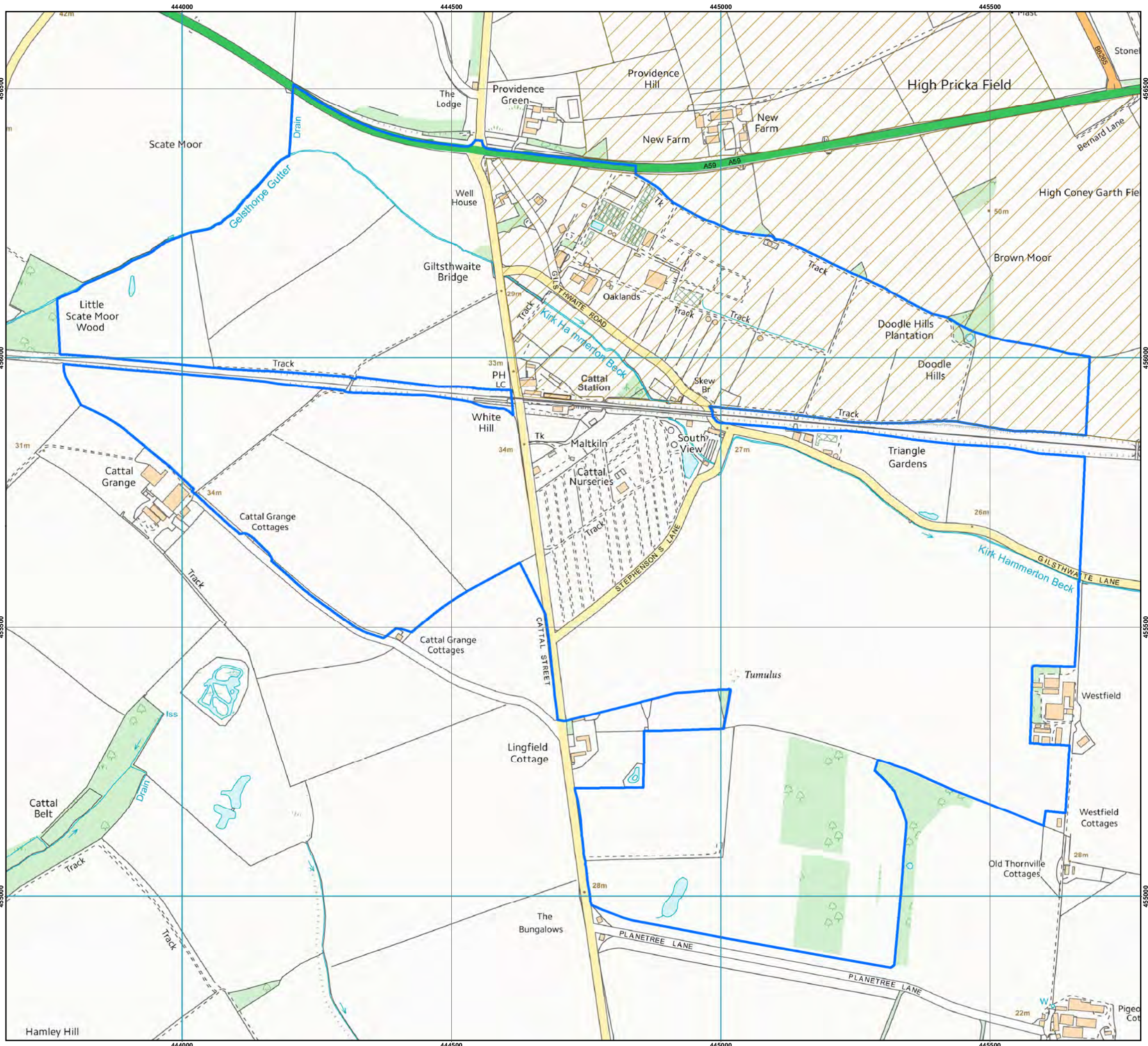
## 2 Introduction

The prospective development site was first formally put forward to the Council over 12 months ago. The site is comprised of approximately 166 ha. The location plan overleaf shows the extent of the site and the geographic location of the site. The strategic vision for Maltkiln Village is to create a truly sustainable settlement which will provide a quality new settlement with employment and sustainable transport links to the nearest principal settlements (Harrogate, York, Leeds) and further afield. A separate Strategic Promotional Document and Technical Assessment have been submitted alongside these formal representations to promote Maltkiln Village as a sustainable and viable new settlement option for HBCs Local Plan.

We are working with Oakgate Group plc - a local developer who takes a progressive and a perceptive approach to delivering large scale and sustainable developments.

Oakgate Group plc has over 21 years of experience successfully delivering major development projects throughout the North of England. The developer has a reputation for working very closely with landowners, local communities, planning authorities and parish councils to create the most mutually beneficial plans in order to promote and enhance development in a sustainable manner at sites throughout the UK.



This document provides the comments that we wish to make on behalf of Oakgate on the key policies contained within the HBC Draft Local Plan 2016. The comments made are in relation to the policies which are considered to relate to the strategic promotion of land at Maltkiln Village.



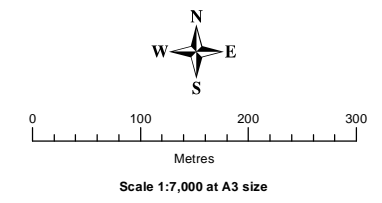
# ADAS

## Land at Maltkil Village Nr Harrogate

### Site plan

-  Illustrative masterplan boundary
-  Draft local plan option GH11

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



Scale 1:7,000 at A3 size  
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## 3 Representations

### Harrogate District Draft Local Plan 2016

#### Part 2 Vision and Objectives:-

We broadly support the Vision and Objectives set out in the Draft Local Plan, it is considered that Harrogate needs a demonstrable supply of residential development sites which are well located to key essential amenities such as public transport links, education, healthcare, offer good access to recreational facilities and sites which have the potential to also offer cross community benefits such as tangible improvements to the offer of employment and road infrastructure improvements.

It is considered that an allocation for residential development at Maltkiln Village will provide all these benefits and help support the provision of up to 3,000 new dwellings and up to 7,896 square metres of employment floor area. The vision of our client for the site involves an upgrading of Cattal train station with the provision of an extended car park and cycle parking area, and the closure of the existing level crossing, a new road bridge over the railway and a new highway junction with the A59.

#### ***Sustainable Development Patterns***

*To contribute to sustainable patterns of development, the Local Plan will:*

*Objective 1: Focus housing and employment development in locations which are, or can be made, sustainable; these are locations that take full advantage of existing opportunities to walk, cycle, or use public transport, or have the potential to increase these opportunities, in order to access jobs, shops, services and facilities*

Oakgate are also supportive of Objective 1, Maltkiln Village will provide facilities which are readily and easily accessible by sustainable transport methods and essential services which can be accessed by foot any by bicycle users. The upgrade of Cattal train station will further underline the sustainability of this site. Access to work opportunities is provided by both the on-site provision of employment and also by the rail links to Harrogate, Knaresborough and the provincial cities of Leeds and York. Maltkiln Village will truly integrate all modes of sustainable transport by being designed with integrated cycle-ways and footpaths which will link together the whole settlement and the existing settlements beyond.

#### ***Housing***

*Objective 2: Deliver additional market and affordable housing in sizes, types and tenures, and at a scale that meets locally identified needs.*

Oakgate are also supportive of Objective 2. It is accepted that Harrogate needs a consistent supply of market and affordable housing. Maltkiln Village has the potential to deliver 3000 new homes over a period of 21 years. The size and types of houses which would be delivered by this site would meet the aspirations of the Council and ensure the provision of a truly socially, economically and environmentally sustainable settlement. Oakgate are committed to working in a pro-active partnership with all key stakeholders in ensuring this settlement is a success. Oakgate also fully recognise the need to provide suitable and appropriate range of accommodation for the whole range of age groups including starter homes for young people and specialised housing for older people.

## **Economy**

*To support business, enterprise, and job creation in order to achieve a sustainable and diverse economy throughout the district that provides a range of employment, including apprenticeships and a higher proportion of high value jobs, the Local Plan will:*

*Objective 3: Deliver sufficient land for employment uses to improve choice and help to enable a thriving economy.*

*Objective 4: Support local investment and inward investment aimed at achieving business growth, particularly in key economic sectors, whilst also supporting investment in business start-ups and the growth of existing small and micro businesses.*

*Objective 5: Support a growing tourism sector that attracts greater numbers of domestic and overseas visitors, and provides a vibrant offer for both business and leisure visitors. This includes seeking to maintain the position of Harrogate as one of the UK's leading conference and exhibition destinations with a range of venues and a thriving conference, exhibition and events programme.*

Oakgate are fully supportive of the above objectives and it considers that Maltkiln Village will only help Harrogate to achieve the above objectives by offering a sustainable settlement of new homes and a range of state of the art employment sites which will further encourage inward investment into the area and attract a skilled and qualified workforce.

## **Placemaking**

*To create successful places providing quality environments that enable communities and individuals to enjoy an excellent quality of life, the Local Plan will:*

*Objective 6: Protect and enhance the roles of Harrogate, Knaresborough and Ripon as places providing a wider range of homes, jobs, shops, services and facilities; and Pateley Bridge, Masham and Boroughbridge as centres providing a good range of homes, jobs, shops, services and facilities.*

*Objective 7: Support the retention and enhancement of services and facilities in villages and hamlets to protect their existing roles and enable rural communities to thrive.*

*Objective 8: Encourage high quality design that responds positively to local character and contributes positively to local distinctiveness and health and well-being, including community safety.*

*Objective 9: Help deliver appropriate sport and recreation facilities, play areas and accessible open space.*

*Objective 10: Support bodies seeking to use neighbourhood planning tools that enable communities as a whole to take greater control of shaping new development in their neighbourhoods*

Oakgate wish to state that Harrogate needs to identify and support additional land for new housing settlements to enable the development of new sustainable communities. Concentrating development within established towns and villages will not only constrain development opportunities, but will also pose the risk of existing settlements losing their distinctiveness and their character. Furthermore, the relation of the existing settlements to each other and their immediate surrounding areas imposes a limit to their expansion and risks the coalescence of settlements. A new settlement would support the delivery of additional facilities and services to enhance nearby villages and hamlets - rather than adding pressure to them.

Oakgate also support the delivery of well designed and high quality development across all of its development sites and the proposed allocation of the site at Maltkiln Village will further provide well designed dwellings and buildings which incorporate innovative and sustainable means to save energy.

Oakgate are supportive in developing and providing appropriate sport, recreation facilities and accessible open space which will contribute towards achieving a sustainable settlement and a healthy community.

### **Infrastructure and Connectivity**

*To facilitate the delivery of the infrastructure necessary to support a flourishing local economy, reduce the impacts of transport on the environment and communities, and enable reliable journeys between key centres regionally, nationally and internationally, the Local Plan will:*

*Objective 12: Enable greater opportunities to travel on foot and by bike, and support increased access to public transport as well as improvements to the quality and frequency of services.*

*Objective 13: Seek to ensure good rail, bus and road connectivity between key centres.*

*Objective 14: Deliver infrastructure to accommodate and support new housing and employment sites, and seek ways for new development to contribute to reducing existing congestion.*

*Objective 15: Support the expansion of, and improvements to, electronic infrastructure including high speed broadband and mobile telephony across the district.*

Oakgate support the above objectives without any prejudice. The proposed settlement at Maltkiln Village will ensure that the Council can readily meet these objectives by supporting sites which can actually deliver the changes required to realise and meet these objectives. Oakgate will ensure that there are useable and deliverable off-highway cycleway routes throughout the new settlement which will link with each of the new hubs within Maltkiln Village. The provision of additional footpaths and cycleways to and from the train station at Cattal will further support the take up and use of sustainable transport.

The settlement at Maltkiln Village will be centred around Cattal Station and therefore strategic improvements to the existing level of service at this train station will be delivered and maintained by the proposed new settlement at Maltkiln Village. The improvements to the train station at Cattal would be expected to include longer platforms and additional station facilities. The development of Maltkiln Village will also introduce numerous road junction improvements including the closure of the existing level crossing and the provision of a well-designed junction to the A59, replacing the unsatisfactory existing staggered opposing junction arrangement which provides access from the A59 to Whixley and Cattal.

The physical location of the Maltkiln Village settlement provides ready access to the A1 (M), a principal road route, and beyond to the M62 and M1 motorways.

Oakgate fully supports the provision of physical and information infrastructure to help promote employment and inward investment into this new settlement, as well as to build upon links with the area's other main settlements.

### **Natural Environment**

*To safeguard the natural environment and manage natural resources for the benefit of people today and future generations, the Local Plan will:*

*Objective 16: Promote the efficient use of natural resources including: encouraging the re-use of buildings and vacant previously developed land, the greater use of sustainable construction techniques, effective waste management that minimises the amount of waste requiring treatment and disposal, and avoiding the unnecessary sterilisation of mineral deposits.*

*Objective 17: Seek to reduce the extent of climate change by encouraging development that reduces greenhouse gas emissions, including through energy efficiency measures and renewable energy*

*generation; and seek to reduce the impacts of climate change by securing development that is resilient to its consequences, including supporting, and contributing to achieving, sustainable flood risk management.*

*Objective 18: Protect and enhance landscape character across the district, including within the Nidderdale Area of Outstanding Natural Beauty.*

*Objective 19: Protect the widest range of natural and semi-natural features, green spaces, lakes and rivers that act as the district's Green Infrastructure. Seek to enhance their quality, extent, connectivity and, where appropriate, access arrangements.*

*Objective 20: Protect internationally, nationally, and locally designated nature conservation sites and take opportunities to enhance quality, biodiversity and geodiversity.*

Oakgate fully support the above objectives and believes that the new proposed settlement at Maltkiln Village will help ensure that important and open countryside within the Green Belt of Harrogate and beyond is protected from the pressures of further large scale housing provision. The site at Cattal whilst in the countryside is located around an existing train station and has excellent links to the road and social infrastructure which underpins the site's suitability to deliver 3000 new homes and employment. The new settlement at Maltkiln Village will incorporate Sustainable Urban Drainage design, employ a high level of building efficiency measures and where possible the use of appropriate renewable energy technologies such as Solar Power, Air and Ground Source Heat Pumps.

Oakgate would like to underline the fact, that the creation of a new sustainable community at Maltkiln Village will have no adverse impact on the AONB at Nidderdale and development on this site would further ensure that there is less pressure to develop within the fringes of the AONB.

The provision of footpaths and cycleways at Maltkiln Village will sustain the maintenance of green infrastructure by reducing carbon emissions. Maltkiln Village will pursue the protection and growth of bio-diversity and geo-diversity by incorporating green wedges which will become wildlife corridors.



## **Part 3 Harrogate District Growth Strategy:-**

### **Draft Policy GS 1**

*GS1: Providing New Homes and Jobs*

*Provision will be made in the district over the period 2014 - 2035 for:*

*11,697 new homes as a minimum, including affordable housing and 20 Gypsy and Traveller pitches.*

*20 - 25ha of new employment land.*

Oakgate supports the further inclusion of new homes and employment land within Harrogate. The proposed settlement at Maltkiln Village will provide 3000 new homes up to 2035 which will be delivered in a phased and co-ordinated manner and will include the provision of a new primary school and community facilities. This will be in addition to the employment capacity of the new settlement, as well as numerous and much needed improvements to Cattel train station and the existing road infrastructure.

Oakgate wish to state that any new settlements which are to be supported should include sustainable transport provision at the core, as provided by Maltkiln Village, and be deliverable within the plan period of 2014 to 2035 – Maltkiln Village meets these criteria and the developer has already undertaken land assembly and will seek agreements on phasing with major house builders to ensure that completions occur well before any existing allocations or other preferred options are built out.

### **Draft Policy GS 2**

*GS2: Growth Strategy to 2035*

*The need for new homes and jobs will be met as far as possible in those settlements that are well related to the key public transport corridor. The scale of development will reflect:*

*The settlement's role and character.*

*Its relationship to the public transport corridor.*

*The need to deliver new homes and jobs.*

*The need to maintain or enhance services and facilities in rural villages.*

*The capacity of infrastructure and services within the settlement.*

*New development will be located as follows:*

*Main Settlements: Major allocations of land will be provided to deliver new homes, employment land and other uses where necessary in Harrogate, Knaresborough and Ripon or on land specifically identified for employment purposes outside of the main settlement.*

*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.*

*Local Service Centres: Allocations of land will be provided for new homes and local job opportunities in Boroughbridge, Masham and Pateley Bridge.*

*Primary and Secondary Service Villages: Allocations of land for new homes; with new village shops and businesses encouraged to support their continued sustainability.*

*Smaller Villages: Small scale windfall and rounding off in accordance with Policy GS3*

*Main Settlements are: Harrogate, Knaresborough and Ripon*

*Local Service Centres are: Boroughbridge, Masham and Pateley Bridge*

*Primary Service Villages are: Green Hammerton, Hampsthwaite, Killinghall, Kirkby Malzeard, Pannal, Ripley, Spofforth, Summerbridge, Tockwith*

*Secondary Service Villages are: Askwith, Beckwithshaw, Birstwith, Bishop Monkton, Bishop Thornton, Burnt Yates, Burton Leonard, Dacre/Dacre Banks, Darley, Dishforth, Follifoot, Glasshouses, Goldsborough, Grantley, Great Ouseburn, Grewelthorpe, Huby, Kettlesing Bottom, Kirby Hill, Kirk Hammerton, Kirby Overblow, Lofthouse, Long Marston, Markington, Marton cum Grafton, North Rigton, North Stainley, Nun Monkton, Rainton, Roecliffe, Sharow, Sicklinghall, Skelton on Ure, Staveley*

*Smaller Villages are: Arkendale, Baldersby, Bewerley, Brearton, Copgrove, Copt Hewick, Cowthorpe, Farnham, Galphay, Hunsingore, Kirk Deighton, Little Ouseburn, Little Ribston, Littlethorpe, Marton le Moor, Melmerby, Middlesmoor, Minskip, Ramsgill, Sawley, Scotton, South Stainley, Studley Roger, Weeton, Whixley, Winksley*

Oakgate believe that the Council should consider a new settlement favourably where the creation of such new settlements will also provide tangible benefits not only to the future residents of such places, but also to existing communities nearby. The proposed new settlement at Maltkiln Village will expand the existing train station facilities at Cattal, provide additional car parking, and create a network of cycleways and footpaths to and from the Station through the new settlement.

The Council should consider whether new settlements can not only deliver the appropriate number of housing but also make new provision of a suitable quality and scale of employment floor space and community facilities. Concentrating all the required development within the existing settlements of Harrogate, Knaresborough and Ripon will not only cause pressure on the existing levels of service provision and further have the potential to erode the special historic character and scale of these settlements.

Furthermore, focusing expansion of these conurbations will result in piecemeal developments that do not have the critical mass to do support the provision of appropriate amenities and services and likely to cause other impacts such as increased traffic congestion which limit the potential of new development proposals. It also means that service provision and growth is focused away from rural and countryside communities which are often in need of basic amenities and upgrades to services such as schools and healthcare facilities. A spread of sustainable strategic settlements in suitable locations, which can be delivered throughout the plan period, should be pursued.

The Council also needs to be aware that many areas within the existing main settlements are precluded from development as they may have unacceptable levels of risk regarding flooding and impact on ecology, landscape and heritage assets.

Oakgate fully supports the creation of inclusive communities which cater for people throughout their life stages, the proposed development of Maltkiln Village will help the Council to deliver an exemplar new settlement that meets a substantial proportion of the area's new housing demand for the next 20 years.

### **Draft Policy GS 3**

#### *GS3: Development Limits*

*Development limits have been drawn around those settlements listed in policy GS2: Growth Strategy to 2035, and as shown on the Policies Map. Within development limits, proposals for new development will be supported provided it accords with other policies in the Local Plan.*

*Proposals for new development on sites outside the development limit of a settlement will be supported where it is consistent with the role of the settlement in the growth hierarchy set out in policy GS2: Growth*

*Strategy to 2035, does not result in a disproportionate level of development compared to the existing settlement and meets the following criteria:*

*The site is immediately adjacent to the existing built form of the settlement and would represent a logical extension to the built up area;*

*There is either no suitable and available site for the proposed use within the settlement development limit or site allocated under policies DM1: Housing Allocations, DM2: Employment Allocations and DM3: Mixed Use Allocations;*

*It would not result in coalescence with an adjoining settlement;*

*It would not have an adverse impact on the character and appearance of the surrounding countryside;*

*The proposal is of a scale and nature that is in keeping with the core shape and form of the settlement and will not adversely harm its character and appearance; and*

*It would not extend existing linear features of the settlement or result in ribbon development.*

*In settlements where there is an allocation(s), development proposals on sites outside the development limit and for the same proposed use, will not be supported in advance of the development of that allocation(s) unless it can be demonstrated that the allocation will not come forward within the plan period or, in the case of housing, there is no five year supply of housing land.*

*In settlements within the Green Belt, proposals for new development will be limited to infill sites within the development limit and the redevelopment of brownfield sites where the openness of the Green Belt or the purposes of including land in the Green Belt is not harmed.*

Oakgate would like to state that their preferred development site at Maltkiln Village will be located away from existing settlements, therefore there will be no coalescence with other existing settlements which will ensure the protection of their character and own distinct identity. The Council should specifically focus development and give support to such sites which are located and centred on sustainable transport facilities, such as the site at Maltkiln Village which will be centred around Cattal station.

The Council should not preclude development or fail to consider sites which are located outside the development limits, this is considered to be prejudicial to development which may otherwise be fully compliant with the NPPF and other policies contained within the Local Plan. Development should be supported where it can be demonstrated by the developer that such a scale of development has every opportunity to be deliverable within the plan period up to 2035.

The proposed site at Maltkiln Village can be delivered and provide 3000 much needed new homes and employment floorspace, as well as other benefits to the surrounding area and region. The proposed site is free of any significant constraints and the developer and their team of development professionals are ready to deliver this site in conjunction with key stakeholders.

#### **Draft Policy GS 4**

##### *GS4: Green Belt*

*The extent of the Green Belt within Harrogate district is shown on the Policies Map. Inappropriate development in the Green Belt will not be approved except in very special circumstances in accordance with national policy.*

*The council encourages proposals for the beneficial use of Green Belt to achieve the following opportunities provided that they preserve the openness of the Green Belt and do not conflict with the purposes of including land within it:*

*To retain and enhance the character of the district's landscape, visual amenity and biodiversity.*

*To provide outdoor sport and recreation.*

*To improve public access*

Oakgate wish to highlight to the Council that their proposed site at Maltkiln Village will protect the Green Belt from the pressures of inappropriate development by providing 3000 new homes and up to 7,896 sqm of employment floorspace, new community facilities, as well as the upgrading of Cattal station. This will help ensure that the Council can demonstrate a credible long term supply of housing should this site be allocated within the Local Plan.

### **Draft Policy GS 5**

*GS5: Supporting the District's Economy*

*The council will encourage sustainable economic growth in the district by supporting the development aspirations of indigenous businesses and promoting inward investment opportunities; specifically by:*

*Supporting the growth of key sectors including:*

*creative, media and digital activities*

*low carbon*

*life sciences*

*financial and professional services*

*wholesale and distribution*

*Providing a range of business sites and premises.*

*Making a strategic employment land allocation at Flaxby, adjacent to the A1(M).*

*Identifying Station Parade, Harrogate as a significant mixed-use, employment and commercial development location strengthening the town centre's role as an attractive location for business and contributing to the vitality of the town centre.*

*Maintaining and enhancing the district's visitor economy.*

*Supporting the rural and agricultural economy and its diversification*

Oakgate confirm that their site at Maltkiln Village will provide up to 7,896 sqm of high quality B1 employment space which will be readily accessible by the train station at Cattal and be located close to new homes for staff who prefer to live near to their workplace. This valuable and much needed supply of employment floorspace will assist in attracting inward investment and further expanding the economy of the district and the region. The key transport links via the existing train station at Cattal and the A59 which links the site to the local and regional road network addresses the issues of accessibility and attracting suitable employees to businesses. The site is also sited within close proximity to the strategic employment land allocation at Flaxby.

### **Draft Policy GS 6**

*GS6: Sustainable Development*

*When considering development proposals the council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.*

*It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.*

*Planning applications that accord with the policies in the Local Plan (and, where relevant, with policies in the neighbourhood plans), will be approved without delay, unless material considerations indicate otherwise.*

*Where there are no Local Plan policies relevant to the application or, relevant policies are out of date at the time of making the decision, the council will grant planning permission unless material considerations indicate otherwise taking into account whether:*

*Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or*

*Specific policies in that framework indicate that development should be restricted.*

Oakgate broadly support the principals of this policy and wish to state to the Council that their development site at Maltkiln Village will fully accord with this policy and offer the district the chance for the creation of a truly integrated sustainable community which will be able to offer tangible and clear improvements for the area through the delivery of new homes, employment facilities, a primary school, the upgrades to Cattal station, a safe road junction on the A59 and community facilities. These are all in addition to the provision of affordable housing, starter homes and specialist housing for older people.

The Council should support such developments at Maltkiln Village as it will provide these sustainability benefits and as explained, Oakgate is fully committed in delivering the 3000 new homes and up to 7,896 sqm of employment space (including primary school and healthcare provisions) by 2035.

Furthermore, the creation of up to 7,896 sqm of B1 employment space will further assist in the reduction of traffic movements by co-locating workplaces and new homes within the same development.

### **Draft Policy GS 7**

#### *GS7: Health and Wellbeing*

*The potential for achieving positive health and wellbeing outcomes will be taken into account when considering development proposals. Where any potential adverse impacts are identified, the applicant will be expected to demonstrate how these will be addressed and mitigated.*

*Development proposals should promote, support and enhance health and wellbeing by:*

*Contributing to a high quality, attractive and safe public realm to encourage social interaction and facilitate movement on foot and cycle.*

*Providing sufficient and the right mix of homes to meet people's needs and in the right location.*

*Creating opportunities for employment in accessible locations.*

*Designing homes that reflects the changes that occur over a lifetime so people are not excluded by design as their circumstances change.*

*Building homes which are easy to warm and ventilate.*

*Ensuring high levels of residential amenity.*

*Providing opportunities for formal and informal physical activity, recreation and play.*

*Supporting and enhancing community and social infrastructure.*

*Improving the quality and quantity of green infrastructure and by protecting and enhancing public rights of way.*

Oakgate confirm that their development site at Maltkiln Village will enable these benefits to be realised by the future community of the site, through the integration of healthy living measures into the design and operation of the development. These will make the maximum use of the settlement's location and scale to create fitness trails and offer activities to suit a variety of preferences and all levels of ability.

The development will promote excellent health and wellbeing outcomes for all members of its community, with the communal facilities provision located in the specialised housing scheme acting as a hub for social and healthy living activities, preventative work and early diagnosis of long term conditions, supported by a telecare and telehealth facility.

Oakgate fully support the key principles of this policy and wish to state that their development site will be able to realise all of these key objectives and deliver them in a sustainable manner. Oakgate believe in creating communities and building homes for people to be truly proud of by ensuring appropriate layouts, access to public open space, excellent links to sustainable transport and safe and efficient links to the road network.

### **Draft Policy HS 1**

#### *HS1: Housing Mix and Density*

*The council will seek to balance the housing market across the plan period and work towards a mix of housing identified in the Strategic Housing Market Assessment (SHMA). Housing developments should therefore seek to deliver a range of house types and sizes that reflect and respond to the identified housing needs and demands of the district's households. The mix proposed should have reference to the SHMA and be informed by:*

*Local assessments of housing need;*

*Detailed local market assessments; and*

*Locality and ability of the site to accommodate a mix of housing.*

*The final mix of dwelling types and sizes will be subject to negotiation with the applicant. Applicants will be required to provide sufficient evidence to support their proposals.*

*Developments of 10 or more dwellings should provide 10% accessible and adaptable homes.*

*New housing development will be expected to achieve a minimum net density of 30 dwellings per hectare. Development within the defined town and city centres of Harrogate, Knaresborough and Ripon and in urban locations with a good standard of accessibility to public transport will be expected to achieve higher densities.*

*Where it can be demonstrated that development at such densities would be detrimental to local character or amenity, or site constraints would prevent these densities from being achieved, then development may be permitted at a lower density.*

Oakgate are broadly supportive of this, however, the Council should consider each application on its merits and consider the viability requirements of each new settlement too. The SHMA should only be used a guide unless there is up to date and impartial evidence to support such requirements. Furthermore, the provision of each type of housing should be informed by market requirements and the availability of development funding. Matching proposals with demonstrable market need will result in sites which are more readily deliverable by developers.

The illustrative masterplan at Maltkiln Village is based on achieving a minimum net density of 30 dwellings per hectare in line with this policy guidance.

## **Draft Policy HS 2**

### *HS2: Affordable Housing and Starter Homes*

*The council will require 40% affordable housing on all qualifying developments including mixed use schemes and conversions, subject to viability and the demonstration of the need for affordable housing.*

*On all developments comprising 11 or more dwellings, or where the combined residential gross floorspace exceeds 1000sq m, on site provision will be expected. In exceptional circumstances, off-site provision or a commuted sum in lieu of on-site provision may be acceptable.*

*On developments comprising six to 10 dwellings, or where the residential gross floorspace exceeds 1000sq m, in areas designated as rural areas under Section 157(1) of the Housing Act 1985 (as shown on the Policies Map), a financial contribution for the provision of affordable dwellings as a commuted sum will be sought unless the developer makes on site provision.*

*Starter homes will be required in line with national policy.*

*The final tenure mix of the affordable housing on individual sites will be determined through negotiation, taking account of up-to-date assessments and the characteristics of the area.*

*The affordable homes should be distributed across the development and integrated with the scheme design and layout such that they are indistinguishable from the market housing on the same site.*

*Planning permission will be refused for development proposals where it appears that a larger site has been deliberately sub-divided into smaller development parcels in order to avoid the requirements of this policy.*

*Where a development proposal does not meet the above requirements, the applicant will be required to provide evidence to support this including, where appropriate, the submission of a development appraisal.*

Oakgate are broadly supportive of this draft policy. The Council should ensure that each development site for residential development should provide a level of affordable and starter homes which are appropriate to the market and where there is a demonstrable current shortfall in provision.

It is important to note that the Council should support new settlements such as Maltkiln Village where the developer is fully committed in providing a level of affordable and starter homes which meet the needs of local people, subject to the impact of any below market provision on the viability of the development. The Council should be minded that sensitive negotiations with developers and key stakeholders will be essential to ensure the ready provision of affordable and starter homes for the whole community.

### **Draft Policy HS 3**

#### *HS3: Self and Custom Build Housing*

*Proposals for self and custom build housing, to be occupied as homes by those individuals, will be supported by the council where they are in conformity with all other relevant local and national policies.*

*On sites of 20 dwellings or more, developers will be required to supply at least 5% of dwelling plots for sale to self-builders, subject to appropriate demand being identified. In determining the nature and scale of any provision, the council will have regard to viability considerations and site specific circumstances.*

*Where a developer is required to provide self build plots, the plots should be made available and marketed appropriately for at least 12 months. Where plots which have been appropriately marketed have not sold within this time period, these plots may be built out as conventional market housing by the developer.*

*Communities preparing Neighbourhood Plans will be encouraged to consider the identification of sites specifically for self and custom-build projects within their neighbourhood plan area.*

Oakgate consider that their development site at Maltkiln Village will accord with the provision of suitable sites for self build projects. Oakgate also wish to state that viability and deliverability of schemes should not be undermined by the insistence of a specific provision of self build plots per site. Such plots should be distributed across multiple development sites to ensure there is community integration and cohesion. Furthermore, the site at Maltkiln Village offers significant opportunity for self build capacity over the phasing of the development. The sustainable transport links which the site provides are unlikely to be matched by any other large scale housing development within the area, therefore it is expected that there would be a healthy demand for self build plots at Maltkiln Village without there necessarily being a prescribed percentage in the development.

### **Draft Policy HS 4**

#### *HS4: Older People's Specialist Housing*

*Developments specifically designed to meet the accommodation needs of older people will be supported where it:*

*Contributes to meeting an identified need.*

*Is in a location accessible by public transport or within walking distance of community facilities such as shops, medical services and public open space or, where this is not the case, such facilities are provided on site.*

*Where developments fall within Use Class C3 affordable housing will be required in accordance with policy HS2: Affordable Housing and Starter Homes.*

Oakgate has confirmed that their site at Maltkiln Village will provide suitable and ready accommodation for older people and community through the provision of specialised housing as part of the community hub of the development. The provision of suitable public open spaces and accessibility by public transport form part of the key sustainability criteria for this site. Oakgate further state that their site would ensure there is good integration between the housing provision for older people and people of other ages, achieved by the co-location of the communal facilities and the specialised housing element. Affordable housing provision should be considered on the principles of being made available to the whole community regardless of age and will involve a mix of tenures for all of the types of housing being provided.



## **Draft Policy TI 1**

### *TI1: Sustainable Transport*

*The council will work in partnership with other authorities, transport providers and local groups to promote a sustainable and improved transport system which is safe, reliable, and convenient and will:*

*Improve road and rail connections both within the district and to the wider area, in particular the improvement of the Leeds-Harrogate-York Railway;*

*Seek reductions in traffic congestion in Harrogate, Knaresborough and Ripon;*

*Promote improvements to public transport, including the provision of better parking at rail stations and park and ride facilities, the creation of walking and cycling routes, provision of electric vehicle charging points for both cars and bikes, the Harrogate car-share scheme and measures to reduce air pollution;*

*Ensure development proposals seek to minimise the need to travel and achieve more sustainable travel behaviour by requiring all developments which will generate significant amounts of traffic to be supported by a Transport Statement or Transport Assessment and a Travel Plan;*

*Locate, as far as possible, the majority of future development so that it is accessible to a station on the Leeds-Harrogate-York Railway or within the Key Bus Service Corridor;*

*Improve accessibility in rural areas;*

*Undertake a Strategic Transport Priorities Study for the district in order to set out the council's priorities for sustainable transport.*

Oakgate confirm that their site at Maltkiln Village will be designed from the outset to be centred around improvements to Cattal station. These improvements are expected to include longer platforms, more station facilities and a new car park for the station, as well as the provision of cycleways which will link into the residential and employment hubs located within the new settlement. Oakgate also wish to state that they will ensure that suitable and safe junction improvements are undertaken on the A59 which will assist in the provision of public bus services to and from the new settlement, as well as creating a safer highway access from the A59 to the villages of Cattal and Whixley.

Oakgate wish to be at the forefront of the promotion of sustainable transport, therefore their site at Maltkiln Village will ensure ready access by foot, cycle and public transport to the upgraded Cattal station.

## **Draft Policy TI 2**

### *TI2: Protection of Transport Sites and Routes*

*New sites and routes which have the potential to contribute towards the provision of a sustainable and improved transport system will be safeguarded where there is a reasonable prospect of them accommodating new transport infrastructure before 2035. This will apply when a scheme is:*

*Included within the investment strategies or plans produced by Highways England, as the strategic highway authority, North Yorkshire County Council, as the local highway authority, or by another body or organisation contributing towards the creation of a sustainable and improved transport system for the district, and for which there is an agreed preferred route or site;*

*Along the route of a former railway line; in particular the sections of the Harrogate-Ripon-Northallerton line and the Harrogate to Wetherby line that lie within Harrogate district;*

*A cycle or pedestrian route identified by the local highway authority or the district council and included within an approved plan or strategy.*

Oakgate confirm that their new development site is the only site within the area which will be solely based around the sustainable transport link of Cattal station and they are the only developer who have an interest in promoting the development of a key public transport hub. Oakgate are fully committed in ensuring that development of the upgrade station facility will be undertaken by 2035. Oakgate believe that sites which cannot provide suitable sustainable and public transport links and improvements should not be preferred or supported.

#### **Draft Policy TI 4**

##### *TI4: Delivery of New Infrastructure*

*In order to deliver sustainable development, the council will work with infrastructure and service providers and developers to deliver infrastructure and services to support existing and future development across the district.*

*Depending on the nature and scale of development proposed, and subject to viability, developers will be expected to make reasonable on-site provision, off-site provision and/or contributions towards infrastructure and services in order to cater for the needs generated by development.*

*Proposals involving the delivery of new or improved infrastructure or services, either on its own or in combination with other development, will be supported provided that:*

*It can be demonstrated that they are necessary to support new development and/or to rectify existing evidenced deficiencies in infrastructure or service provision;*

*Development is phased so as to cause minimal disruption to existing infrastructure and service provision for residents and businesses;*

*Where associated with other development, the infrastructure and services required to support the development are provided in advance of the development's completion and occupation;*

*The development complies with the provisions of Policies GS6: Sustainable Development and HP3: Local Distinctiveness.*

Oakgate once again can confirm that their site can provide tangible improvement to both public transport infrastructure and highway infrastructure. The upgrade to Cattal station will ensure that the new settlement at Maltkiln Village will have ready access to public transport which will link the new settlement to the principal settlements within the area and the wider region. The provision of viable and frequent bus services will also be pursued in order that all members of the community can easily access education, employment and leisure facilities in the area.

## **Draft Policy NE 8**

### *NE8: Protection of Agricultural Land*

*The best and most versatile agricultural land (grades 1, 2 and 3a) will be protected from development not associated with agriculture or forestry. Planning permission for development affecting such land will only be granted exceptionally if there is an overriding need for the development and either:*

*Sufficient land of a lower grade (grades 3b, 4 and 5) is unavailable or available lower grade land has an environmental value recognised by a statutory wildlife, historic, landscape or archaeological designation and outweighs the agricultural considerations; or*

*The benefits of the development justify the loss of high quality agricultural land.*

*If best and most versatile land needs to be developed and there is a choice between sites in different grades, land of the lowest grade available must be used except where other sustainability considerations outweigh land quality issues.*

Oakgate object to this prescriptive draft policy as it is considered incompatible with the required scale of allocations for new housing development and the nature of the area. The Council are reminded that most of the land within its boundary is at Grade 3a or above, or has other environmental constraints preventing development (such as Green Belt, Area of Outstanding Natural Beauty, inadequate transport links), therefore, this policy undermines the sustainable development ethos of policies contained within the NPPF and may preclude development which can achieve greater sustainability benefits for the whole community.

## **Draft Policy DM 1**

### *DM1: Housing Allocations*

*The sites shown at Table 10.1 and on the Policies Map are allocated for housing development and associated uses. They will be developed in accordance with relevant Local Plan policy requirements, and the development requirements identified in respect of each site.*

Oakgate **object** to the new settlement options in Draft Policy DM1. 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 Hammerton (identified as GH 11).

The principle of providing significant and sustainable housing growth around Maltkiln Village can be demonstrably supported and is discussed in detail throughout this document as well as the Promotional document and Technical Assessments that have also been submitted separately to accompany these representations.

In terms of delivering a new settlement, the area in which Maltkiln Village is sited clearly has capacity to absorb such growth given it is the least constrained area of 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. The location at Maltkiln Village presents a unique opportunity to steer a large strategic development/ new settlement around existing key transport hubs, such as Cattal station and the A59 / A1(M) corridors. The table overleaf summaries the key opportunities and benefits that the proposed development site of Maltkiln Village proposal will bring forward, over and beyond the other two settlement options that have been proposed in the draft local plan in policy DM1.

**Oakgate request that Maltkiln Village is allocated as a preferred settlement option for the forthcoming Local Plan.**

Consideration	Malkiln Village	Flaxby	Green Hammerton
<b>Draft Local Plan Option</b>	Some land included within GH 11	Draft option FX 3 and FX 4 (employment land only)	Draft Option GH 11
<b>Site area (ha)</b>	166	200 (FX 3) and 40 (FX 4)	130
<b>Proposed Housing (units)</b>	3,000	Up to 3,000	Up to 3,000
<b>Employment</b>	up to 7,896 sqm of B1 offices	Adjacent site to the south of the A59 allocated as a draft Employment site FX 4	Not know at this stage.
<b>Agricultural Land Classification</b>	Mixture of Grade 2 and Grade 3	Mixture of Grade 2 and Grade 3	Mixture of Grade 2 and Grade 3
<b>Proximity to station</b>	Malkiln Village is located and designed with Cattal Station at the heart of the masterplan	South eastern boundary of the site (closest point) is located approx. 4.6km from the nearest station (Knaresborough).	Cattal and Hammerton Stations are located at the most easterly and western points of the proposed settlement.
<b>Transport</b>	<p>The proposal at Malkiln Village is solely focused to the south of the A59 to limit impacts on the main highway. The proposal will bring forward significant highway and rail improvements for both new and existing residents as detailed in Transport &amp; Highways section in the accompanying Promotional Document.</p> <p>The main transport benefits of the Malkiln Village proposal are the blocking up of the level crossing, improvements (including additional parking) to the</p>	<p>Whilst some infrastructure has already been constructed (roundabout and dual carriageway) the site still requires a secondary access and further improvements along the A59 to accommodate the number of houses proposed.</p> <p>There is no existing train station within the site.</p>	<p>The proposed development straddles both sides of the A59 and is therefore likely to require more substantial improvements than the proposal at Cattal</p> <p>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 viable and tangible improvements on one, as the benefits become watered down due to the limited investment available.</p>

	existing station to enhance accessibility for both new and existing rail users, and, additional improvements to the existing A59 junction.		
<b>Heritage</b>	<p>It has been concluded that there are only a limited number of heritage assets affected by the Maltkiln Village proposals, therefore this is considered to be a positive attribute to this site. This is further investigated and assessed in the Heritage and Archaeology section in the accompanying Promotional Document. Unlike the proposals at Flaxby, Maltkiln Village is well screened from Allerton Castle (Grade I) and Registered Park and Garden (Grade II) separation from Kirk Hammerton Conservation Area.</p> <p>Allerton Castle (Grade I) and Registered Park and Garden (Grade II) are located over 2km to the west of the site.</p> <p>A site visit 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 will allow the built form of the proposed settlement to recede into the landscape.</p>	<p>Impacts on views from Allerton Castle (Grade I) and Registered Park and Garden (Grade II). The proposed development would result in continual built form between the major transport corridor of the A1 (M) and Flaxby village. In views this would read as one urban extension from the top of the Mount, and create an impression of a continual urban form between the A1(M) and Knaresborough.</p> <p>The development of Flaxby will also impact on views from existing third points and sensitive receptors where there would be views of the Heritage Asset and the built development together. Such views are likely to occur especially from Flaxby Village to Temple Mount and the reverse view back towards Flaxby and Knaresborough. Currently there are also views of the Castle from Flaxby village across the Golf Course which would be severely impacted upon from building across the site.</p>	<p>Based on a desk-top review a similar level of impacts on heritage assets to the Maltkiln Village proposal are presently expected. In comparison to the Maltkiln village proposal this proposal is sited closer to the nearest Conservation Area boundaries of Green and Kirk Hammerton. Due to the reduced separation distance of this proposal it is likely that it will afford more limited screening from the existing villages than that offered by Maltkiln village.</p>

	<p>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 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 distances 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 of Kirk Hammerton.</p>		
<p><b>Ecology/Trees</b></p>	<p>The site has been assessed as having a limited impact on any notable habitats and 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.</p>	<p>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</p>	<p>Based on a desk-top review a similar level of impacts on ecological habitats and species to the Maltkiln Village proposal are presently expected.</p>

<b>Landscape/Design</b>	The development 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	This proposal would result in coalescence with the village of Flaxby, while also bringing new development close to the boundary of Coneythorpe. Such development would change not only the character of these rural villages, but also negatively impact on the intrinsic character of the countryside that separates them.	This proposal would result in the coalescence of the villages of Green and Kirk Hammerton. This would result in the important loss of open countryside that provides visual containment and contributes to the form and character of these existing rural settlements. This proposal would therefore potentially significantly harm the rural character of these settlements and detract heavily from their unique character.
<b>Air Quality/Noise/ Residential Amenity</b>	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.	The Flaxby site adjoins the A1 (M) and new incinerator, Allerton Waste Recovery Park. It is likely that as part of any planning application an air quality assessment would be required as well as suitable mitigation and buffering to protect the residential amenity of future residents. It is likely that this may further reduce the amount of developable area.	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.
<b>Ground Contamination</b>	No historic landfills within the site.	Historic Landfill sited within centre of site, within the proposed draft allocation, Allerton Grange Farm.	Historic Landfill sited south of the A59 within the proposed draft allocation, Brown Moor/High Coney Garth Fields
<b>Other</b>	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.	There is an existing golf course on site (whilst currently vacant), and residential development would result in the loss of this leisure/recreational use.	This proposal will add significant pressure to the existing services at Green and Kirk Hammerton.

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.

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.