

**New Settlement (Maltkiln) Development Plan Document
Statement of Common Ground**

Between:

The principal parties

- 1. North Yorkshire Council ('the council') – the Local Planning Authority**
 - 2. City of York Council ('City of York') – the Neighbouring Local Planning Authority**
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1.0 Summary

This Statement of Common Ground (SoCG) has been prepared by the above parties in order to assist the forthcoming examination of the New Settlement (Maltkiln) Development Plan Document (DPD).

This SoCG relates to land identified within the New Settlement DPD as the New Settlement Boundary under Policy NS1. Policy DM4 of the adopted Harrogate District Local Plan (HDLP) identified land in the Green Hammerton/Cattal area as a broad location for growth during the plan period and beyond. The boundary of the new settlement is now established as illustrated in the plan accompanying Policy NS1 of the DPD.

During preparation of the HDLP, HBC along with NYCC and City of York Council engaged in ongoing dialogue and discussions regarding the New Settlement and any potential cross boundary issues in relation to the future delivery of the New Settlement.

On 1 April 2023 Harrogate Borough Council became part of a new North Yorkshire Authority. This document references the former Harrogate Borough Council and former North Yorkshire County Council where appropriate.

This SoCG provides an updated position on key strategic matters relating to the proposals for the new settlement as set out within the DPD including the quantum of development, deliverability and build out rates and details of key infrastructure provision required to accommodate development.

The SoCG sets out those matters which have been agreed between NYC and City of York Council.

2.0 Background and Allocation Details

The New Settlement site is situated on the York-Harrogate-Leeds railway line, with transport links to Harrogate, Knaresborough, York and Leeds. It is bounded by the A59 to the north and the A1(M) lies to the west. 3.2 The surrounding countryside is populated by villages of varying sizes, including Whixley to the north, Kirk Hammerton and Green Hammerton to the east and Cattal to the south. The land within and surrounding Maltkiln currently consists mainly of arable and pasture farmland, with the River Nidd to the south running from the south-west to the north-east.

Details of the site allocation are set out below:

Site Reference	Policy DM4 (HDLP)
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Location	Green Hammerton/Cattal Broad Location for Growth
Site area (gross)	290 ha
Indicative dwelling yield	Minimum of 3000
Mix of uses	<ul style="list-style-type: none"> • Residential • 5 hectares of employment land, • On site education, • Health • Retail • Community and other services and facilities and a local centre • Sufficient open spaces and informal and formal recreational facilities • Supporting transport infrastructure appropriate public transport a comprehensive network of walking and cycling routes • A connected network of green infrastructure biodiversity enhancements and appropriate landscaping • Appropriate measures to mitigate flood risk

The DPD seeks to create a mixed-use settlement. This mix of uses is focused around the Cattal rail station and the new local centre, enabling the residents to benefit from key walking, cycling and public transport corridors.

3.0 Areas of Common Ground

As set out within the National Planning Policy Framework (NPPF) (paras 24 – 27) and within the National Planning Policy Guidance (NPPG), strategic policy-making authorities are required to cooperate with each other, and other bodies, when preparing, or supporting the preparation of policies which address strategic matters. In order to document consideration of strategic cross boundary matters, this statement of Common Ground documents the matters which have been considered.

Principle

Through the development of the HDLP the parties were in broad agreement that the settlement hierarchy and distribution of growth set out within the HDLP was appropriate and that the Council's approach to delivering a new settlement in the Green Hammerton/Cattal Broad Location for Growth represented an appropriate strategy. No cross boundary concerns have been identified.

Key Infrastructure provision

The HDLP was supported by an Infrastructure Delivery Plan (IDP). Additional work to support the preparation of the DPD has been undertaken.

The key areas of infrastructure provision where the identification of potential cross boundary matters have been considered are:

- Highways - strategic road network
- Transport
 - Public transport
 - Cycling and walking
- Education

- Provision of other employment, retail and services

The agreed understood position in relation to each of these issues set out below.

Highways

Strategic Road network

A range of works are proposed to the strategic road network in order to mitigate impact of the wider highways network and ensure safe and direct travel linkages. Works to Junction 47 of the A1 (M) are proposed, with triggers relating to the provision of dwellings within the new settlement. Improvements will be made to the A59 Eastern Roundabout to ensure safe access from the A59.

It is proposed that the planning and design of the new settlement will have best practice sustainable and place-making principles at its core to maximise opportunities to reduce the overall need to travel and, in particular to discourage travel by car. Policy NS37 of the DPD requires development proposals to meet a 'trip budget' which has been set for the new settlement, in order to manage the level of traffic on the A59.

Cross-boundary impacts were considered at the examination of the HDLP and no new cross boundary issues have been identified in relation to the impacts of the new settlement on the strategic road network through work on preparation of the DPD. CYC will review the detailed TA for the Maltkiln development when one has been produced.

There are no outstanding concerns from CYC relating to the sustainable transport approach at this stage.

Public Transport and cycling/walking

The mixed land uses provided within the development should complement each other and provide the opportunity for many trips to remain wholly within the settlement and reduce commuting in and out of the settlement.

The planned provision of a high-quality bus service will encourage use of public transport. Enhancement of rail infrastructure at Cattal station, teamed with track and signalling improvements which have increased the frequency of trips between Leeds and York, will encourage greater use of rail services. A hierarchy of provision will create an emphasis on catering for active modes of travel.

It is agreed that the approach to transport described above will lead to a greater use of sustainable modes of travel both within new and existing residents, reducing reliance on car travel. The LHA are committed to facilitating the timely delivery of all relevant transport infrastructure. There are no outstanding concerns from CYC relating to public transport, cycling and walking as part of the site delivery.

Provision of Employment, retail and services

Both parties agree that the New Settlement provides an opportunity to deliver new employment floorspace as part of a mixed-use development thereby meeting the needs of the supporting the

retention, growth and establishment of businesses in the Harrogate area and providing local employment opportunities.

The quantum of employment land within the New Settlement was agreed through preparation of the HDLP. Policy NS27 will guide the provision of an appropriate mix of uses in this location. Services and facilities of an appropriate size and range to serve the residents of the settlement will be provided. There are no cross-boundary concerns from CYC.

Education

The education authority (North Yorkshire Council) has identified the requirement for two primary schools within the new settlement. With regards to secondary provision, a financial contribution will be sought to facilitate the expansion of Boroughbridge High School on to land already allocated within the adopted HDLP. However, Policy NS28 also safeguards land within Maltkiln adjacent to one of the primary schools for future secondary provision should this be required in the future.

As set out, it is expected that all the required pre-school, primary and secondary educational needs will be met either on site or within Harrogate. As such no cross boundary concerns have been identified with regards to education provision.

5.0 Outstanding matters

There are no matters outstanding.

7.0 Conclusion

City of York supported the allocation of the New Settlement Broad Location in the HDLP and the parties agree the site is available, suitable and deliverable for housing, employment and supporting development.

Cooperation between the parties has taken place and will continue to do so in terms of the DPD examination and the submission of a revised outline planning application.

Signed

On behalf of North Yorkshire Council

Name:

Position:

Date:

On behalf of City of York Council as the neighbouring Local Authority

Name: *Neil Ferris*

Position: Corporate Director of Place

Date: 15/03/2024