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development with care

CASTLE HILL WEST, HARROGATE

Proposed Housing Development

EIA ADDENDUM STATEMENT

SEPTEMBER 2023

BANKS

Preface

This EIA Addendum Statement has been prepared to support an application by Banks Property Ltd for outline planning permission for up to 230 dwellings and a new school with associated roads, parking, landscaping, drainage and open space at land at Castle Hill West, Whinney Lane, Harrogate. The Castle Hill West site is located to the South West of Harrogate in the area known as Pannal Ash. The application has been prepared by Banks Property Ltd (part of the Banks Group) and the Local Planning Authority is North Yorkshire Council (NYC).

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1. INTRODUCTION

1.1 This statement mirrors the structure of the original ES:

- Chapters 1-7 provide details of the proposals along with a vision for the development and a reasoned case for approving planning the application in the context of local and national planning policies.

- Chapters 8-19 provide an Addendum to the Environmental Statement to satisfy the requirements of regulations with the information necessary to enable a proper environmental assessment of the proposals which will enable the local authority to make an informed decision.

1.2 The application is in outline, for up to 230 residential dwellings and a new school with associated roads, parking, landscaping, drainage and open space on land to the west of Whinney Lane, Harrogate. The site is known as Castle Hill West.

1.3 The site location is shown in drawing PA02a, and aerial photographs PA04a and PA05a. The applicant is Banks Property Ltd (BPL) which is part of the Banks Group.

BACKGROUND

1.4 In May 2020 BPL applied for planning permission for 270 residential dwellings and a new school with associated roads, parking, landscaping, drainage and open space on the site. The planning application reference is 20/01706/EIAMAJ. Since 2020 this application has been under consideration by Harrogate Borough Council and its successor North Yorkshire Council but has not been decided. During discussions with the Council further information has been requested as well as changes to the proposals which have led to the need for this Addendum Statement.

1.5 As note in the original EIA Statement the Harrogate Local Plan allocated this site for development and was adopted in March 2020. There is no change to the Development Plan status of the site.

2. ENVIRONMENTAL IMPACT ASSESSMENT (EIA) METHODOLOGY

REQUIREMENT FOR EIA

2.1 The purpose of Environmental Impact Assessment (EIA) is to the protect the environment by ensuring that a local planning authority, when deciding whether to grant planning permission for a project which is likely to have significant effects on the environment, does so in the full knowledge of the significant effects, and takes this into account in the decision making process. EIA also aims to ensure that the public are given early and effective opportunity to participate in decision making procedures.

2.2 The proposed development falls under Part 10(b) of Schedule 2 of the EIA Regulations, as an urban development project including more than 150 dwellings. Projects of this nature will require an EIA to be undertaken where a development is likely to have a significant effect on the environment due to factors including its size, characteristics, or location.

2.3 BPL (in consultation with the local planning authority) have taken the view that when the impacts of the proposed development are considered *alongside* those of neighbouring developments the combined effects warrant provision of EIA for this application. This is consistent with the approach taken by Gladman Developments for the other major part of allocation H51. The Local Planning Authority has advertised the planning application as EIA development. This addendum will be advertised according to the regulations as additional environment information.

LOCATION OF ADDITIONAL INFORMATION

2.4 To aid reference the location of information required under Regulation 18 and Schedule 4 of the EIA Regulations is signposted in the Table 2.1 blow.

Table 2.1: Information required under the EIA Regulations

Regulation / Schedule	Information	Location
Regulation 18		
18(3) a	Description of proposed development including information on the site	Chapter 3
18(3) b	Description of likely significant effects	Chapters 8-19
18(3) c	Description of features or measures to avoid, prevent or reduce and, if possible, offset likely significant effects	Chapters 8-19
18(3) d	Description of reasonable alternatives	Chapter 8
18(3) e	Non-technical summary of information referred to in sub-paragraphs a – d	Non-Technical Summary
18(3) f	Any additional information specified in Schedule 4	See below
18(4) a	ES must be based on most recent Scoping Opinion issued under Regulation 15 or 16 (if one exists)	There has been no scoping report for this site

18(4) b	ES must include information reasonably required for reaching reasoned conclusion on significant effects	Chapters 8-19
18(4) c	ES must be prepared taking into account results of any relevant UK assessment reasonably available	Chapters 8-19
18(5) a	Developer must ensure ES is prepared by competent experts	See Below
18(5) b	Statement outlining relevant expertise or qualifications of experts	Chapter 1 & 8-19
Schedule 4		
1 (a) – (d)	Description of proposed development including location, physical characteristics, requisite demolition works, land use requirements	Chapter 4
2	Description of reasonable alternatives	Chapter 4
3	Description of baseline scenario and outline of likely evolution without implementation of the development	Chapter 3 & 4
4	Description of factors specified in Regulation 4(2) likely to be significantly affected by the development	Chapter 3
5	Description of likely significant effects of the development	Chapters 8-19
6	Description of forecasting methods or evidence used to assess the significant of effects, including details of difficulties and main uncertainties	Chapters 2 & 8-19
7	Description of measures to avoid, prevent or reduce and, if possible, offset likely significant effects, and any proposed monitoring	Chapters 8-19
8	Description of expected significant adverse effects of the development deriving from the vulnerability of the development to risks of major accidents and/or disasters relevant to the project	N/A
9	Non-technical summary of information provided under paragraphs 1 – 8	Non-Technical Summary
10	Reference list detailing sources used for the descriptions and assessment included in the ES	Chapters 8-19, where relevant

3. PROPOSED DEVELOPMENT

SITE LOCATION AND CONTEXT

3.1 The site is located to the South West of Harrogate and extends to approximately 12.64 hectares of agricultural land (31.23 acres).

3.2 The application boundary has been amended to omit the footpath to the north of the site (see Drawing PA02a). There is no change to the development proposals as a result of this change. It merely reflects the accurate land ownership boundary. Existing Features are shown on Drawing PA03a.

3.3 The only significant change to the surrounding area is the fact that the new housing site east of Whinney Lane has been substantially completed by builder Stonebridge Homes. This was anticipated in the original EIA Statement so there is no need to revise findings in light of this fact.

3.4 The Castle Hill Farm House has been approved for redevelopment for a third party and an area of vegetation removed in readiness for that development to proceed.

3.5 Within the site itself there have been no material changes to the character or management of the land except for the loss of three trees and section of hedge explained below.

Tree Survey

3.6 The original EIA contained a tree survey carried out in July 2019 by WYG. In consultation with HBC it was agreed to update the survey in 2022. This tree survey is appended as Appendix 3a. The survey highlighted risks associated with ash tree ref T45 which led to it being felled for safety reasons. Since then, a further sycamore tree (ref T74) has been removed because it had died. Because these trees were protected by Tree Preservation Order, replacement trees have been planted to compensate for their loss. The locations of the removed and replacement trees are shown on drawing PA11a. They were selected to avoid conflict with future development whilst providing equivalent amenity value once established.

3.7 A section of hedgerow along Whinney Lane was removed to facilitate road widening as part of the Castle Hill East development. This is proposed to be reinstated.

3.8 As previously noted, a Tree Preservation Order (ref 12/00008/TPO) covers a number of individual trees and groups of trees on the site although these are all located on boundaries where it will be possible and desirable to retain the trees (subject to public safety).

REVISED APPLICATION PROPOSALS

3.9 The previous proposal for this site was 270 residential dwellings and a new school with associated roads, parking, landscaping, drainage and open space. This has been revised because it is now understood that a larger part of the site would be needed if NYC chooses to deliver a 2-form entry primary school. Consequently, the description of development is revised to:

Up to 230 dwellings and a new school with associated roads, parking, landscaping, drainage and open space.

3.10 As previously was the case the application only seeks detailed approval for a new access point which is proposed to be taken from Whinney Lane. This access would be an additional fourth spur of a roundabout, the rest of which has now been constructed.

3.11 All other matters (scale, layout, built form and landscape) are reserved to be determined through future Reserved Matters application(s).

Indicative Masterplan

3.12 An indicative masterplan has been prepared to demonstrate how the site could be developed with 230 residential dwellings and a primary school with associated infrastructure, see drawing PA08a and Figure 1 below. This layout is consistent with the West of Harrogate Parameters Plan which was approved by former Harrogate Borough Council in February 2022. A maximum building height of 10 metres is assumed in the Landscape Assessment (Chapter 8 of the ES). This is based on 2.5 storey buildings.

Figure 1: Indicative masterplan

Primary School

3.13 The school site has been chosen because it is close to existing housing, close to the entrance of the site and close to proposed bus routes into the site. This broad location is confirmed by the Parameters Plan which was approved by HBC. The parameters plan highlighted the fact that the size of the school plot was still to be agreed. The revised proposals show a school plot of 1.85 hectares which is bigger than the previous application (1.34 ha).

3.14 The layout of the school shown on drawing PA08a is indicative at this stage although a considerable amount of design analysis has gone into these proposals. The indicative building is based on a standard Department for Education (DFE) two-form entry school and the various sports pitches and play areas meet the requirements set out in DFE publication BB103.

3.15 The school building would be two storeys in height, and this is factored into the landscape and visual assessment at Section 8 of this EIA. A maximum building height of 8 metres has been assumed in the LVIA. This is marginally higher than standard school designs published by Department for Education (DFE).

3.16 The increase in size of the school plot has caused a reduction in numbers of dwellings within the indicative layout. The total of 230 is now expressed as a maximum to enable some flexibility at the reserved matters stage.

West of Harrogate Parameters Plan

3.17 Policy H51 of the Local Plan states that any planning application for this site will need to demonstrate how it accords with a full site masterplan, which itself is to be prepared in accordance with a West Harrogate Parameters Plan and agreed by the local planning authority in writing. The parameters plan will ensure the effective co-ordination of matters such as access, provision of community facilities, school provision, green infrastructure, public transport provision, cycling and pedestrian links with sites H45 Blue Coat Park and H46: Land at Otley Road, H36 Former Police Training Centre Yew Tree Lane, H70 Land east of Whinney Lane and H49 Windmill Farm, Otley Road. The Infrastructure Delivery Plan has identified a requirement for new education provision in West Harrogate on sites H49/H51. In order to ensure the timely delivery of education facilities in this location and to ensure that the combined education impacts of development in this location are mitigated, a financial contribution will be made towards the construction of a new school and/or provision of additional school places and land will be made available for a new primary school on sites H49/H51in discussion with North Yorkshire County Council. Planning permission will not be granted on either H51 or H49, unless and until there is agreement between the applicant and the County and Borough Council which ensures that the necessary provision will be made. In order to ensure that the necessary educational facilities are available in time to serve the new residential development, any permission granted on either site will be conditioned to tie the rate of delivery of residential development to the provision and delivery of educational facilities.

3.18 Work was undertaken on the West of Harrogate Parameters Plan from 2019 culminating in its approval by Cabinet Member for Planning on 22 February 2022.

3.19 Work is currently being undertaken on an Infrastructure Delivery Plan which will inform off-site Section 106 contributions from each of the allocated sites in the West of Harrogate area.

H51 Site Wide Masterplan

3.20 As stated, above Policy H51 requires a “full site masterplan” for the wider H51 allocation which will be informed by the Parameters Plan.

3.21 A draft masterplan has been submitted by BPL and Gladman to NYC. Comments were received from the local authority and an amended plan was submitted in March 2023. The masterplan document does not form part of the planning application but should

inform the consideration of the application. If agreed with NYC this will achieve another requirement of policy. The draft masterplan includes sections on the following topics:

- Character Areas
- The Landscape Strategy
- Key Urban Design Principles
- Phasing
- Connectivity
- Legibility - using views, key buildings, and groupings.
- Land Use and Indicative Development Capacities
- Building Heights and Density
- Biodiversity Strategy

3.22 The section on Character Areas has informed changes to the indicative layout and landscaping plan (Drawings PA08a and PA12a). Lady Lane and Whinney Lane frontages have been studied as sensitive edges.

3.23 The Masterplan covers several matters which will be determined through reserved matters applications (and not this outline application) such as building materials.

Indicative Housing Mix

3.24 The indicative masterplan comprises a mix of housing from 1-4 bedrooms, predominantly aimed at providing family accommodation. The illustrative housing mix is subject to change through subsequent reserved matters applications.

Table 3.1: Indicative Housing Mix

House Type	Proportion of Units
1 Bedroom	5%
2 Bedroom	20%
3 Bedroom	36%
4 Bedroom	27%
5 Bedroom	12%

Public Open Space and Landscaping

3.25 Minor changes are proposed to the public open space and landscaping strategy for the site. Drawing PA12a shows the following new elements:

- Native species hedgerow planting
- Native species woodland planting.

- Scrub planting.
- Native wetland grassland within surface water attenuation basins.
- Wildflower meadow creation.
- Grass verge areas.
- Species rich amenity grassland.
- New individual trees.
- New and repaired stone wall along Lady Lane; and
- Over 1km of new public rights of way connecting into the existing network.

3.26 Drawing 14A shows the different categories of open space within the indicative layout. This demonstrates that the site meets all the needs of new residents for the following categories utilising the formula found in Harrogate Open Space SPD.

- Semi Natural Greenspace 2.49 hectares (2.15 required)
- Amenity Greenspace 1.05 hectares (0.86 required)

Roads and Access

3.27 The proposed main access to the site from Whinney Lane has been designed to a high level of detail so full permission is sought for this element of the scheme. Drawing 10a shows the detailed access proposals. This also shows detailed proposals for off-site provision of a bus stop on Whinney Lane.

3.28 Within the site access roads are shown indicatively on drawing 08a. Around the school the local road network proposals have changed from the initial application. The school would be accessed by two short lengths of internal road. It is envisaged that the length of road within the school domain would be privately operated by the school as a one-way system enabling a limited amount of drop off as well as staff parking and deliveries.

3.29 Indicative footpaths and cycleways within the site have been shown on drawing 08a at a scale which meets new standards and will encourage walking and cycling to school. A new footpath link is shown to the western boundary of the school site to enable residents of the neighbouring housing proposal to walk to school and also link the school to the proposed local centre for pedestrians.

4. NATIONAL PLANNING POLICY

4.1 The original EIA Statement contained an appraisal of the proposals against national planning policy set out in the 2018 NPPF. Since submission there have been the following significant additions or alterations to NPPF:

- July 2021 – Replacement NPPF published.
- Jan 2021 – National Model Design Code and Guidance
- Dec 2022 – Consultation on changes to NPPF

4.2 The implications of these national policy documents for the Castle Hill West planning application are limited to the following issues:

- Promoting sustainable development (UN 17 Global Goals)
- The need for area-wide Design Codes
- The need to incorporate trees in street designs
- Potential changes to the way five-year land supply calculations are made.

DESIGN ISSUES

Design Codes

4.3 NPPF (para 129) now states that "design guides and codes can be prepared at an area-wide, neighbourhood or site-specific scale, and to carry weight in decision-making should be produced either as part of a plan or as supplementary planning documents. Landowners and developers may contribute to these exercises but may also choose to prepare design codes in support of a planning application for sites they wish to develop. Whoever prepares them, all guides and codes should be based on effective community engagement and reflect local aspirations for the development of their area, taking into account the guidance contained in the National Design Guide and the National Model Design Code. These national documents should be used to guide decisions on applications in the absence of locally produced design guides or design codes.

4.4 At Castle Hill West there is high level design guidance provided in the Parameters Plan with further design consideration given in the site-wide masterplan. The Master Plan document recommends Design Codes for each of the major application areas at the Reserved Matters stage. This recommendation could be secured through planning condition.

STREET TREES

4.5 NPPF para 131 states that "trees make an important contribution to the character and quality of urban environments and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers

and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users.

4.6 The indicative layout for Castle Hill West has been amended to show more trees along the main streets running through the site.

SUSTINABLE DEVELOPMENT GOALS

4.7 NPPF now endorses the United Nations' 17 Sustainable Development Goals as a tool for measuring the sustainability of new development (para 7). The Castle Hill West application includes an assessment of performance against these goals in Section 18 of this report.

FIVE YEAR LAND SUPPLY

4.8 DHLUC consulted in December 2022 on revised methods for calculating whether local authorities have a five-year land supply. These changes have not been formally adopted yet and in any event, they would not affect the status of the application site which is allocated in an adopted local plan.

CONCLUSIONS

4.9 Changes to national planning policy in England have had a slight impact on the key policies for determining this planning application. In terms of design requirements, the provision of a Parameters Plan and site-wide masterplan put these proposals in a strong position to meet new requirements. The Government has reaffirmed its desire to see as much housing provided possible provided but at the same time is proposing to soften the requirements for five-year land supplies in England. The latter proposal is irrelevant to this application because BPL is not arguing that Harrogate District or North Yorkshire County do not have a five-year land supply. However, the application site is allocated in the adopted Local Plan for Harrogate and as such is an essential component of future housing land supply in the former borough.

4.10 The proposals are considered to represent positive housing growth which will contribute significantly to the local economy, deliver much needed housing in a socially sustainable location and provide a range of environmental and recreational benefits. The proposed development will provide a significant contribution to all three dimensions of sustainability.

5. LOCAL PLANNING POLICY

5.1 Relevant local planning policy comprises:

Development Plan

- Harrogate Local Plan (2020)

Guidance

- Supplementary Planning Documents (SPDs)

HARROGATE LOCAL PLAN 2020

5.2 The Harrogate Local Plan was adopted In March 2020 prior to submission of this planning application. The fact that Harrogate Borough has been subsumed within North Yorkshire Council makes no difference to the status of the plan. There is therefore no need to update the planning policy statement in relation to the Local Plan.

5.3 North Yorkshire Council has indicated its intention to create a new Local Plan for the entire county within the next five years. There is no realistic prospect that this process would lead to a change in the status of the application site. Future plans will need to allocate further housing in the county to meet needs over a longer time frame.

ADDITIONAL GUIDANCE

Supplementary Planning Documents (SPDs)

5.4 Since submission of this planning application HBC adopted the following Supplementary Planning Document's (SPDs) which are material considerations in the determination of planning applications.

- Air Quality (2021)
- Bio-diversity Net Gain (2021)
- Affordable Housing (2021)
- Open Space and Village Halls (2021)
- Developer Contributions for Education (2020)

5.5 The policy relating to bio-diversity net gain has been taken into account in this planning application (see Chapter 9 of this report and Appendix 5a). The Harrogate SPD policy requires some net gain but does not prescribe a specific percentage of gain. National legislation is set out in the Environment Act 2021. This will require a 10% net gain for application submitted after November 2023. It is therefore implied that this application will not have a mandatory target in policy or legislation.

5.6 The other SPDs are noted and would affect the nature of financial contributions which would be required if this development is approved and implemented. This does not materially change the way in which the planning application will be considered.

6. STATEMENT OF COMMUNITY INVOLVEMENT

6.1 BPL have continued to liaise where appropriate with local residents' groups during the last three years since submission. Stakeholder events have been held with these groups relating to the Parameters Plan and Infrastructure Delivery Plan. BPL has a designated member of the Communities Team who will keep stakeholder groups informed of changes and will respond to comments received.

6.2 The Addendum to the EIA will be subject of further statutory consultation carried out by the Local Planning Authority.

7. DESIGN AND ACCESS STATEMENT

INTRODUCTION

7.1 A Design and Access Statement (DAS) was appended to the planning application. Because there have been changes to the indicative layout a DAS addendum has been provided at Appendix 1a.

7.2 The Design Team have revisited this phase of development to help form a more robust starting point for subsequent detailed applications. This has been an iterative process involving architect, urban designer, landscape architect, ecologist and drainage engineer.

7.3 The revised proposal carries forward many of the established principles and features of the previous plan. The general principles of movement, access, landscaping, and land uses are comparable. Changes have been driven by technical recommendations, changing market conditions, and a desire to create a more deliverable proposal.

PROPOSED DESIGN SOLUTION

7.4 The revised proposal uses the same access points and land uses. The proposal is still defined by an eastern and western parcel with a large area of open space between. The eastern end of the site continues to be identified for education use. Landscaping and green space is a key component of the new design. There is a positive interaction between built and natural spaces throughout. The footpath/cycle strategic active travel route has been retained and runs through the site. This is now LTN1/20 compliant.

DESIGN AMENDMENTS

7.5 There are modest changes between the original design solution and the revised proposals:

- A new school arrangement has been designed. This includes the relocation of buildings and more detailed identification of sports pitches and associated facilities.
- The highway network and access to the school has been redesigned to form a clear loop and two accesses. This is complimented by a detailed design of cycle routes and footpaths.
- The interaction between open space and the eastern parcel has been revisited to accommodate turning movements for emergency and service vehicles.
- Fringe areas of the western parcel have been amended to create a better interaction with open space.

INTERACTION WITH OPEN SPACE

7.6 The revised proposal includes a rearrangement of homes close to open space. The design proposes a recognisable built form that reflects similar spaces in Harrogate, and North Yorkshire.

7.7 Buildings, landscaping, and boundaries create a formal response to open space. Large, detached homes, in spacious plots create a recognisable feature. Homes are served from the rear.

- Homes are positioned and arranged to maximise high quality views over open space and provide natural surveillance of nearby walking and cycling routes.
- Landscaping is used to soften the edges of the built form and define the private realm.
- Visible rear and side boundaries will be robust and defensible.
- Dual aspect building at a prominent location is aligned with a view over the greenspace.

7.8 The eastern parcel has a positive interaction with open space whilst ensuring all homes are accessible and serviceable.

- Low speed private drives incorporate turning movements and space for use by residents and service/emergency/delivery vehicles.
- Dual aspect homes create a gateway feature and ensure continuity of activity along the primary highway.
- Visible rear and side boundaries are robust and defensible, there are opportunities to reinforce these edges with thorny shrub planting as suggested in Secured by Design guidance.
- The arrangement of homes and parking allows space for trees, landscaping, and low-level boundary treatments. This intention is to create pleasant and visually appealing street scenes in keeping with context.

LOOP ROAD AND SCHOOL ACCESS

7.9 The arrangement of streets, spaces, and buildings close to the proposed school has been revisited. The updated proposal uses built form to create strong build lines and define walking and cycling routes.

- Two access points into the school area will ensure efficient and safe movement. The intention is to minimise impact of school traffic on nearby homes.
- Walking and cycle routes into the school land are clearly defined.
- Landscaping is used to mitigate any conflict between differing uses.
- Dedicated cycle routes are provided along the new access road.
- Dual aspect buildings are proposed at prominent collations to ensure natural surveillance and a positive interaction with streets.

CHARACTER AREA 01

7.10 Character area 01 is defined by proximity to open space and interaction between built form and natural areas. Homes are outward facing to maximise views over open space, new residents will benefit from visual interaction with green areas.

7.11 Homes in Character Area 01 will have a semi-rural character. This area will be a lower density than Character Area 02. The majority of homes will be detached buildings set in large plots. Streets and access points will be designed to allow space for landscaping and new trees. The intention is to create a soft edge and to integrate the built form into its surroundings.

- Large and varied house types of form much of the built form in Character Area 01
- Low speed private drives serve a small number of homes and limited traffic against open spaces.
- Dual aspect homes frame gateways and become recognisable way markers through the character area.
- Pedestrian access points at several locations promote physical activity and connections to the wider area.

CHARACTER AREA 02

7.12 Character Area 02 has a suburban or urban character. Built form includes strong build lines, higher density development, and the potential for greater storey heights. Street scenes will feature lengths of repeating built form to create rhythm and interest. Buildings will be a combination of detached, semi-detached, and terraced homes. The grain will be close with occasional breaks that offer relief from a defined and built form. The character area will be congruous and visibility different from Character Area 01.

7.13 Variations in house types and parking arrangements will enable street trees at several locations. Front gardens and landscaping will include hedgerows and similar planting that inform attractive and visually appealing streets.

- Pockets of increased density and repeating built form create a strong sense of enclosure and definition in Character Area 02.
- Dual aspect homes at corners and junctions guide residents and visitors throughout the space.
- Trees and landscaping from an integral part of street scenes.
- Footpaths and walking routes are clearly defined, and all areas of the development are accessible on foot.

7.14 Extract from the Outline Application D&A indicates Character Area 02 should include verges, large, detached plots, and grass verges. The revised proposals vary this arrangement by including a greater amount of terraced and semi-detached homes. The intention is to create a greater difference between Character 01 and Character Area 02 and offer a greater number of smaller homes to better reflect local needs.

SUMMARY

7.15 The revised proposal is a continuation of previous work with updates driven by changing market conditions and updated technical recommendations. The new proposal is in keeping with established parameters and ensures a robust starting point for future detailed applications.

8. ENVIRONMENTAL STATEMENT

8.1 The original ES considers alternatives to the proposed development at Chapter 8. There is no need to review this in light of the changes which have been made to the proposals.

9. BIODIVERSITY

9.1 Since submission of the planning application consultants BSG have re-evaluated the bio-diversity net gain potential of the site and also carried out additional breeding bird surveys. These are included as Appendices 4a and 5a.

BIO-DIVERSITY NET GAIN

9.2 Since submission of the planning application bio-diversity net gain (BNG) has been enshrined within English legislation. From November 2023 any new planning application submitted will be required to demonstrate 10% net gain when assessed against the DEFRA Metric.

9.3 HBC adopted an SPD on the subject of BNG but this does not require a specific percentage gain and so it is arguable that any gain above the baseline will satisfy the requirements of local policy for applications such as this which were submitted prior to November 2023.

9.4 BSG has reassessed the baseline and potential of the application site in light of comments received on the submission document, using the updated DEFRA 4.0 metric published in March 2023. The spreadsheet is submitted as Appendix 5a.

Baseline

9.5 The BNG assessment concludes that the site at present contains the following habitat types with a total value of 51.84 units:

- Ruderal Ephemeral 0.32 units
- Modified Grassland 49.13 units
- Other Neutral Grassland 2.38 units

9.6 The DEFRA metric values hedgerow separately and this site has a baseline of 11.39 hedgerow units.

9.7 The metric also value river units separately and this site has a baseline score of 0.67 river units arising from Clarke Beck.

Potential Retention and Enhancement

9.8 The assessment proposes various measures to partially compensate for losses. The following assessment is of a completed development but it must be stressed that this is based on an indicative layout which would have to be re-assessed once the full detailed submission is made.

- Modified Grassland 11.29 units
- Mixed Scrub 3.07 units
- Woodland 2.29 units
- Other Neutral Grassland 5.96 units

- Green Roof 0.75 units
- Orchard 0.65 units
- Urban Trees 15.39 units

This adds up to a total of 39.4 units which would yield a bio-diversity net deficit of 24%. New hedgerow will be planted on site to lead to a deficit of 30%. The "river habitat" will be enhanced by 58%.

This is a summary of what could be achieved as part of the development. The enhancements could be maximised further than this, but the conclusion is that off-site land will be required to achieve a bio-diversity net gain.

BREEDING BIRD SURVEY

9.9 The planning application was accompanied by a breeding bird survey which had been carried out in 2017. In order to ensure relevance of the findings BSG carried out three new visits to the site in April, May and June 2022. The report is attached at Appendix 3a.

9.10 During the 2022 surveys 37 bird species were recorded on and adjacent to the site, seven of which are species of principal importance. Table 9.1 provides a summary of these species, their breeding status and habitat association.

Table 9.1: Breeding Bird Survey Results

Common Name	Habitat Association*	Breeding Status on Site	Estimated territories on Site (wider area)	Conservation Status[4]	Species of Principal Importance[5]
Barn owl	GR / RG / AF	N	0 (0)		
Blackbird	HR / WL / SC	Presumed	1 (2)		
Blackcap	HR / WL / SC	Presumed	0 (1)		
Blue tit	HR / WL / SC	Confirmed	1 (1)		
Bullfinch	HR / WL / SC	Presumed	0 (1)	Amber	Yes
Carrion crow	WL / AF / Flying over	N	0 (0)		
Chaffinch	HR / WL / SC	N	0 (1)		
Chiffchaff	WL / SC / HR	Presumed	1 (1)		
Collared dove	WL / SC	N	0 (0)		
Dunnock	HR / WL / SC	Presumed	1 (2)	Amber	
Goldcrest	HR / SC / WL	Presumed	0 (1)		
Goldfinch	HR / WL / SC	Presumed	0 (1)		
Great spotted woodpecker	WL	N	0 (0)		
Great tit	HR / WL / SC	Presumed	1 (2)		
Greenfinch	HR / WL / SC	Presumed	1 (1)	Red	
House sparrow	HR / BL	Presumed	0 (3)	Red	Yes
Jackdaw	WL / Flying over	N	0 (0)		
Jay	WL / SC	N	0 (0)		

Kestrel	RG / AF / GL	N	0 (0)	Amber	
Lapwing	RG / AF	N	0 (0)	Red	Yes
Linnet	HR / WL / SC	N	0 (0)	Red	Yes
Long-tailed tit	HR / SC / WL	N	0 (0)		
Magpie	HR / WL / SC	N	0 (0)		
Mallard	PO / Flying over	N	0 (0)	Amber	
Pied wagtail	BC / Flying over	N	0 (0)		
Pheasant	GL / RG / AF	N	0 (0)		
Red kite	RG / AF / AF / Flying over	N	0 (0)		
Redstart	HR / SC / SC	N	0 (0)	Amber	
Robin	HR / WL / SC	Presumed	0 (1)		
Rook	WL / AF / Flying over	N	0 (0)		
Song thrush	WL	N	0 (0)	Amber	Yes
Starling	HR / SC / BL / Flying over	Confirmed	1 (0)	Red	Yes
Stock dove	WL / SC	N	0 (0)	Amber	
Tree sparrow	HR / SC / RG	N	0 (0)	Red	Yes
Whitethroat	HR / WL / SC	N	0 (0)		
Woodpigeon	HR / WL / Flying over	Presumed	1 (3)	Amber	
Wren	HR / WL / SC	Presumed	1 (4)		

** HR = Hedgerow; WL = Woodland; SC = Scrub; BL = Building; GL = Grassland; PO = Pond; RG = Rough grassland; AF = Arable farmland*

Bird Impacts and Recommendations

9.11 Appendix 4a contains the following summary of potential bird impacts and recommendations to mitigate those impacts.

9.12 The Site supports a range of typical farmland and hedgerow species. The majority of birds observed on Site during the breeding bird survey are associated with the hedgerows, lines of mature trees and adjacent garden habitats. The proposed development will involve the loss of the open grassland habitats within the Site, but the majority of features such as hedgerows, ditches/watercourse and mature trees will be retained.

9.13 As part of the Incorporated Design Measures detailed in the Biodiversity Chapter of the Environmental Statement, there will be hedgerow creation, tree planting and species-rich grassland creation; this will provide additional areas of habitat suitable for birds (including the Species of Principal Importance under the provisions of the NERC Act 2006, that have been recorded from the Site). In addition, as an enhancement measure, integrated bird boxes (and bird bricks) will be installed within new dwellings and the primary school – providing suitable nesting sites for species such as house sparrow and starling (Species of Principal Importance).

9.14 Barn owl has been recorded in the barn located on the western boundary of the Site and flying within the site but there is no evidence of nesting at the current time. The majority of the Site supports pasture. There is little tussocky vegetation suitable for

small mammals that would provide good foraging habitat for barn owl (Barn Owl Trust, 2012), with the exception of some longer areas of grassland associated with the Site boundaries and the watercourse that flows through the southern field. The development of the Site and the associated habitat loss is considered unlikely to have a significant impact of the availability of foraging habitat, based on the current management regime. As detailed above, part of the Incorporated Design Measures detailed in the Biodiversity Chapter of the Environmental Statement will include species-rich grassland creation to the north and south of the watercourse which will provide, with appropriate management, suitable foraging habitat for barn owl.

9.15 Provision of alternative permanent roosting/nesting sites is recommended (as compensation/enhancement) through the installation of a minimum of two barn owl boxes, either in suitable trees or pole mounted, in suitable locations (facing away from development and into suitable habitat).

9.16 It should be noted that mitigation will be required during the construction phase to ensure legal compliance is achieved and impacts on nesting birds are avoided during any site clearance activities. This is summarised in the paragraphs below.

9.17 All nesting birds are protected under the Wildlife and Countryside Act 1981 (as amended), which makes it an offence to kill, injure or take any wild bird or take, damage or destroy its nest whilst in use or being built, or take or destroy its eggs. In addition to this, for some rarer species including (listed on Schedule 1 of the Act, including barn owl), it is an offence to disturb them while they are nest building or at or near a nest with eggs or young, or to disturb the dependent young of such a bird.

9.18 Without mitigation, the removal of habitat features suitable for nesting birds has potential to have an adverse impact on active nests and any eggs, chicks or adult birds present, and could give rise to an offence if work affecting these habitats is carried out during the breeding bird season. As a guide, the bird nesting season is generally between February and August inclusive; dates vary by species and can be affected by prevailing weather conditions and the majority of species do not start nesting until March and April.

9.19 It is therefore recommended that any work affecting buildings, trees, scrub and hedgerow habitats is carried out between September and February in order to avoid the bird breeding season.

9.20 If any clearance of vegetation has to take place during the bird breeding season, then it is recommended that the suitable nesting features are surveyed for active bird nests by a suitably qualified ecologist before the work is carried out. If active bird nests are present then work within the area supporting the nests would need to be delayed until nesting activity has ceased, noting that this approach is generally only practical or possible for small/localised areas of habitat.

9.21 A further precautionary survey of the barn for barn owl is also recommended in advance of the works, regardless of the time of year; this will include the barn (TN1). This survey will ensure that the current status of barn owl is understood, and any necessary mitigation can be identified, if required.

CUMULATIVE EFFECTS

9.22 In accordance with the EIA Regulations, the EIA needs to consider the cumulative effects of the Development, in combination with the environmental effects of other developments on sensitive features identified through the EIA process.

9.23 Since the planning application was submitted one further significant planning applications for development have been submitted in the local area at Windmill Farm and Blue Coat. The Blue Coat site was taken into account previously as an approved scheme. Windmill Farm is located beyond the 1km study methodology.

SUMMARY AND CONCLUSION

9.24 Ecology survey work was carried out by BSG Ecology at the Site in 2017, 2019 and 2022. This includes a desk study with North and East Yorkshire Data Centre, extended Phase 1 habitat survey (including protected species and invasive species surveys), bat activity transects surveys, remote bat detector surveys, bat emergence surveys and breeding bird's surveys. The ecological assessment process was undertaken with reference to the 2018 CIEEM guidelines for Ecological Impact Assessment in the United Kingdom. The following summary of findings is taken from the original EIA, supplemented by the most recent survey results.

- The Site includes improved grassland, hedgerows and stone walls, a small watercourse, scattered mature trees and a barn.
- There are no statutory or non-statutory sites within the Site or immediately adjacent.
- The hedgerows within the Site conform to the definition of a Habitat of Principal Importance / Priority Habitat Type. None of the other habitats within the Site are Habitats of Principal Importance or Priority Habitat types.
- There are no ponds within the Site or within 500 m of the Site and great crested newt is considered unlikely to be present on Site.
- The watercourse within the Site was assessed to be sub-optimal for white-clawed crayfish, water vole and otter.
- The majority of the habitats within the Site were assessed to be sub-optimal for reptiles; however, some limited suitable habitat is present.
- No evidence of badger was recorded within the Site.
- 37 bird species were recorded during the most recent breeding bird surveys. These species were principally associated with hedgerows and mature trees.
- No ground nesting birds were recorded in 2017 or 2022.
- Evidence of barn owl was recorded within the barn (TN1).
- No bat roosts were identified within the barn however it is assessed to have potential to support roosting bats.
- The bat activity and remote bat detector surveys identified four species of bats using the Site. Levels of bat activity within the Site were assessed to be low.

9.25 Incorporated design measures have been integrated into the Development and these include landscaping measures (hedgerow creation, native planting, SuDS ponds, species-rich grassland creation and native tree and scrub planting), installation of bird and bat boxes within a minimum of 10% of properties, installation of barn owl boxes, sensitive vegetation clearance to take into account nesting birds and reptiles and a

sensitive lighting scheme. These measures will be incorporated into a CEMP and Landscape and Ecological Management Plan.

9.26 During the construction phase of the Development there will be a loss of 12.53 ha of grassland and 710m of hedgerow habitat. The following habitats will be created: 5.7ha of grassland (including gardens), 380m of native hedgerow, 0.5 ha of mixed scrub and 0.5 ha of woodland planting. Urban trees will be planted within the scheme which also count towards bio-diversity.

9.27 As part of the ecological impact assessment, a biodiversity net gain assessment has been completed which takes into account the habitat losses and gains that will occur as a result of the Development. There is a deficit of 12.43 habitat units and 3.41 hedgerow units as a result of the Development. There would be an increase in watercourse units of 0.39.

9.28 The cumulative impacts taking into account eight other developments within a 1 km radius of the Site are not assessed to result in additional significant adverse ecological impacts. Measures are taken within each individual development to address ecological impacts.

9.29 No additional mitigation beyond the incorporated design measures is considered to be required. The incorporated design measures will be implemented through the Landscape and Ecological Management Plan. With these measures in place, it is considered that the Development will conform to relevant national and local planning policy and relevant wildlife legislation.

10. LANDSCAPE AND VISUAL IMPACT

10.1 Because of the changes which have been made to description of development and the size of the school site Lanpro Consultants have reviewed the landscape and visual impact assessment (LVIA) and provided an Addendum report which is Appendix 6a.

10.2 This LVIA Addendum outlines key changes to the landscape and visual baseline which have occurred since the original LVIA was undertaken in 2020 and any changes to the assessment resulting from changes to the baseline, the proposed development and the addition of any cumulative sites. Because this report is an Addendum the previous LVIA contains information and material which is still relevant to the determination of the planning application (in particular the photographs).

METHODOLOGY

10.3 Lanpro reviewed the previous LVIA and concurred with its methodology, approach, and conclusions. This methodology did not previously reference a guidance note on assessing landscape value (TGN 02-21) because it was published at a later date. The factors which were used to assess the value, as part of a judgement on landscape sensitivity, were nonetheless appropriate.

THE DEVELOPMENT

10.4 The LVIA Addendum takes into account the following development:

- 230 dwellings.
- a new primary school reorientated east-west; and
- green infrastructure in the form of public footpaths, open space and wildlife habitat.

10.5 Lanpro identified the following changes between the original submitted scheme and the new proposals. It is important to note that the layout is indicative at this stage so further changes to some of these details may occur before the development is fully permitted and delivered.

- Reduction of residential dwellings by 40 units.
- Reduction in the overall footprint of the school building and the reorientation of the school to an east west alignment in the landscape.
- Retention of large central open space.
- Additional area for school playing fields located to the north of the site.
- Relocation of highway alignment associated with the school.
- Realignment of the proposed highways on Site.
- Introduction of a pumping station in the central open space; and
- Removal of informal play area within the central open space.

10.6 Lanpro consider these changes to be significant in terms of the reduced quantum of housing development on the site. They conclude that the reduction in units creates a less dense development and that the new layout and highway alignment create a more ordered and symmetrical development which sits more quietly in the landscape overall due to its simpler form. The changes to the school with the reduction in the quantum of built form and the alignment of the building with the contours of the site better aligns to context. The introduction of the playing fields to the north where the site is more visible in longer distance views, removes the tallest built form from the highest point on site. The new arrangement of the school access and car park also sit quieter in the landscape and align to the housing layout and parameters.

10.7 Whist the changes are considered beneficial to the overall design of the site these changes are considered to form part of the embedded mitigation on site. As such, whilst they improve the layout and allow the development to sit more appropriately in the landscape, they are not considered to have an effect on the outcome of the assessments concluded within the LVIA, because the character of the site and the local context will remain markedly changed.

Cumulative Sites

10.8 Lanpro considered an updated set of sites which might have a cumulative impact in conjunction with application proposals. These are listed and described in Appendix 6a, paragraph 3.3.1.

10.9 Lanpro not the changes to site H70 which lies directly to the east of the development at the opposite side of Whinney Lane. During the LVIA this site was under construction and whilst the landscape was clearly changing the landscape was still open and of an agricultural nature. With the majority of the development now completed or in advanced stages of construction the character of the site is now residential, and any wider views are now replaced with the residential development. This changes the experience of residential, Public Right of Way, footpath and vehicular users along Whinney Lane. Overall, the landscape is now more settled post construction, but the landscape character has changed from the original baseline and is now more aligned to the context of the development.

10.10 The remaining landscape and resultant cumulative effects are generally unchanged insofar as the landscape remains intact as originally assessed and policy remains in place. The sites that have been constructed (not including H70) have no direct in combination effects as a result of their implementation and completion.

Consultation

10.11 Lanpro consulted with North Yorkshire Council's Principal Landscape Architect to discuss the revised proposal and agree the scope of LVIA Addendum. Through these discussions it was established that the previous figures and photography didn't require updating so long as the baseline view hadn't substantially changed. It was discussed that the new arrangement of the school on site was a positive change and that the reduction in housing numbers was positive. Concern was expressed over the proximity of some features on site to existing trees and these were principally in relation to tree T94 – T119. The indicative layout has been amended to take these concerns into account. Discussions also highlighted the need to ensure the creation of high-quality areas of amenity space for residents including orchards where possible, together with habitat creation and visual mitigation. Native trees were expressly favoured where appropriate and a large diversity of species was also requested to ensure the site was able to perform in light of an increased inference of arboreal diseases in the UK.

Proposals also needed to ensure correct root volumes are available to trees surrounded by urban features such as buildings, roads and services.

10.12 A key consideration was ensuring that new planting where possible aligned to local landscape character. It was requested that the eastern boundary along Whinney Lane include large scale trees capable of growing to scale along Whinney Lane and supplemented where possible by new woodland belts. Along Lady Lane the character should include filtered views into the Development rather than wholesale screening of the Development. The character of the central open space was requested to be diverse in the use of amenity grassland, wildflower and grassland and trees, woodland and scrub with the SuDS ponds being as natural in shape and form as possible.

BASELINE REVIEW

Study Area

10.13 The Study Area remains 2km, beyond which the effects to landscape and visual receptors would not be considered significant.

Zone of Theoretical Visibility

10.14 A Zone of Theoretical Visibility (ZTV) was produced as part of the original LVIA. In the view of Lanpro this illustrates a compact visual envelope surrounding the development. The ZTV also shows visibility linked to higher ground from southeast to northwest. Whilst visibility is theoretically possible outside 1 km, the site does not appear to form a dominant or even perceptible feature in the wider landscape as illustrated by the suite of viewpoints associated with the LVIA. The relative visual containment of the site in the context of the development is a function of the local landscape character with features such as landform and vegetation providing the principle mitigating factors in wider views and new developments to the east of the site directly limiting views in closer proximity to the site together with the above natural features.

The Site

10.15 The only change to the site itself identified by Lanpro as being significant is the loss of a section of hedgerow on Whinney Lane adjacent to the school site. This was removed during road widening works but will be reinstated as part of the development.

Local Context

10.16 Within the wider landscape the baseline remains largely unchanged with the exception of the new residential development to the northeast of the site. This was under construction at the time the LVIA was undertaken and is now largely completed. The resulting urbanising effect of the development and completion of associated infrastructure including a new roundabout have created a defined rural/urban edge with the rural character of Whinney Lane changed to a residential street in proximity to the new development.

MITIGATION

Proposed Mitigation

10.17 As previously proposed the indicative development still includes a significant amount of habitat creation (in conformity with Local Plan Policy NE3) new planting and biodiversity enhancements in the form of native species, hedgerow, wetland, woodland

and scrub planting and other habitat enhancements as listed below. All measurements are taken from Appendix 6a but are subject to reserved matters detail.

- 375 l/m of Native Species Hedgerow Planting to mitigate visual impacts and enhance habitat linkages and biodiversity.
- 1,672m^2 of Native Species of Woodland.
- 468m^2 of Small Woodland Mix (willow and alder).
- 2468m^2 of Wet Woodland.
- 3,592m^2 of Understorey Vegetation Mix.
- 930m^2 of Scrub Planting to mitigate visual impacts and enhance habitat linkages and biodiversity.
- 6209m^2 of seasonally inundated native wetland grassland within attenuation basin.
- 2727m^2 of wildflower meadow creation.
- 13,003m^2 grass verge areas.
- 3,777m^2 of species rich amenity grassland.
- 750m^2 of wetland plug planting and naturalisation/rewilding.
- 463 new trees + 26 new Orchard trees. 489 new trees in total.
- 15m of new stone wall and 64m repaired along Lady Lane; and
- 1,193l/m of new public rights of way connecting into the existing footpath network.

10.18 The above mitigation is illustrated on the Landscape Masterplan which is drawing PA12a and a more detailed drawing which is Appendix 1 of Appendix 6a.

ASSESSMENT OF LANDSCAPE AND VISUAL EFFECTS

Landscape and visual Effects

10.19 Lanpro consider that despite reductions in the quantum of development and improved indicative layout, the assessment as originally set out in the LVIA remains valid for both landscape and visual effects for all receptors. Individual receptors are reviewed in more detail below in Table 10.1 below. Viewpoint assessments remain as identified within the original LVIA.

10.20 One viewpoint has been retaken (viewpoint 09). This is included as Appendix 2 of Appendix 6a. Whilst the baseline to this view has changed the assessment of effects remains the same. The change is the removal of the existing boundary hedgerow to accommodate services. This reduces the sensitivity of the receptors to change by reducing the quality of the view; however not sufficiently to change the assessment.

Table 10.1: Levels of Landscape and Visual Effect			
Receptor	**LVIA Findings – Level of Effect**	**Addendum Findings – Level of Effect**	**Notes**
Landscape Receptors			
Regional Landscape Character Areas: Farmland Lowland and Valley LCU including LCT 29 Undulating Lowland Farm	Moderate - Minor	Moderate - Minor	Overall character of LCT would be maintained within the wider area.
Local Landscape Character Areas: Upper Crimple Valley LCA 60	Moderate to Minor	Moderate to Minor	Overall character of LCT would be maintained within the wider area.
Landscape Character of the Site	Major to Moderate	Major to Moderate	there would be a discernible change to the existing landscape character but confined over a localised area.
Visual Receptors			
Residential Receptors			
Linton Cottage	Major	Major	Views from side elevations of open green space.
The Old Poor House	Major	Major	Views to the rear where development would be located
Blue Coat Farm	Moderate	Moderate	oblique views from an upper side window towards the development.
Bark Mill Cottage	Major	Major	Views from upper and lower elevations.
Syke House Farm	Moderate / Minor	Moderate / Minor	Filtered views from side elevations.
Summerbeck House	Moderate / Minor	Moderate / Minor	Potential filtered direct views from front elevation.
Lund House - group of properties (The Manor House, Old Barn, The Cottage, The Stables). Lund House, now named The Manor, and an adjacent converted barn called The Old Barn are Listed Buildings.	Major / Moderate	Major / Moderate	Views from properties to multiple sites of the development.
Pannal Ash	Moderate	Moderate	Oblique views to the front.
Rosset Green	No Effect	No Effect	The Castle Hill Farm construction would obscure any potential views of the development site.

Well Garth Cottage	Moderate/Minor	Moderate/Minor	direct and distant views to the front elevation.
Castle Hill Farm	Moderate	Moderate	Direct although filtered views to the front elevations partly obscured by vegetation
Hill Top View	Moderate	Moderate	oblique filtered views from upper windows towards the development.
Lund House Green Farm	No Effect	No Effect	Views are limited by intervening garden vegetation and hedgerows/hedgerow trees.
Public Right of Way Receptors			
Footpath from Lund House to northern boundary of site - 15.54/69/1 15.108/18	Major / Moderate	Major / Moderate	Open views available along sections of the path where vegetation doesn't limit views.
Harrogate Ringway 15.54/73/1 15.108/16/1	Moderate	Moderate	proximity of the development from this footpath
Footpath adjacent to Syke House Farm. 15.54/131/2	Minor	Minor	The proximity of the development from this location.
Footpath near Rosset Green 15.54/131/1	No Effect	No Effect	No views of the development would be available from this location due to intervening houses.
Footpath adjacent to former police training academy. 15.54/72/1	No Effect	No Effect	The proposals are unlikely to be visible due to intervening topography and vegetation
Bridleways	Minor to No Effect	Minor to No Effect	Views are limited due to intervening buildings, vegetation and landform
Transport Receptors			
A61	Negligible to No Change	Negligible to No Change	No direct Views.
Brackenthwaite Lane	Minor	Minor	Distant Views.
Hill Top Lane	Minor	Minor	Filtered views in some places.
Whinney Lane	Major / Moderate	Major / Moderate	Open direct views.

CONCLUSION

10.21 Lanpro conclude that, with the near completion of the front facing development of H70, the overall sensitivity of the landscape and visual receptors is reduced as the character and quality of the landscape changes from an agricultural landscape to a residential one. This reduction in sensitivity was considered as part of the LVIA and therefore whist the sensitivity is assessed as reducing overall, such a reduction would not change the overall assessment of sensitivity and as such the significance and nature

of effects remains as originally assessed as set out within Table 10.1 above. Magnitude of change experienced by receptors remains unchanged in the round and therefore the significance and nature of effects remains as originally assessed in the LVIA.

10.22 Mitigation remains a key component to the acceptability of the scheme as defined in the LVIA and the balance of habitat creation, amenity space and visual mitigation should ensure that key characteristics of the landscape remain in place and new ones of a similar character are introduced to assimilate the development into the landscape. The updated proposals have reduced the quantum of development in comparison to the previous proposals and have utilised embedded mitigation which has led to an improved layout overall.

11. ARCHAEOLOGY

11.1 The whole of the application site has been assessed for archaeological resource. It is not considered that the amendments to the application proposals would have a significant effect on this resource because there were no areas within the site where it was proposed to be protected.

12. HISTORIC BUILDINGS

12.1 M B Heritage and Planning Ltd carried out a specialist assessment of the potential impacts upon the built historic environment predicted to arise from the proposed development which was appended to the planning application.

12.2 It is not considered that the changes proposed to the proposed development are likely to add to a material change to impacts on historic buildings.

12.3 The school is now proposed to be re-oriented east-west as opposed to north-south (albeit in outline only). This means that the school will be further away from the 19th century workers houses at Crag View. It also means that a smaller façade will be facing Castle Hill Farm House. It is more significant that planning permission has been granted in the interim for two detached dwellings and garages in the front garden of the farm house, thus significantly changing (and weakening) the historic relationship between the application site and the farm house.

CONCLUSIONS

12.4 The assessment has considered potential impacts upon the built historic environment arising from the proposed residential development of land falling to the west of Whinney Lane in Harrogate.

12.5 The assessment previously found that the development will give rise to a degree of harm, considered to be less than substantial and minor in extent and effect, to the significance, within setting, of these assets. This derives from the loss of agricultural setting and openness. The impacts are capable of mitigation to the extent that the identified public benefits of delivering an allocated housing site outweigh the harm identified. These conclusions are not altered by changes to the proposals.

13. TRANSPORT AND ACCESSIBILITY

13.1 This revised Transport and Accessibility chapter has been produced by Tetra Tech (formerly WYG Consultants) and considers the baseline conditions on the surrounding highway network for access by a range of modes, identifies potentially significant impacts as a result of the proposed development and the residual effects of the development proposals following mitigation. The chapter is based on information from the Transport Assessment and Travel Plan reports produced for the development proposals.

13.2 The assessments consider the impacts of the proposed development as well as other committed developments identified through discussions with the local highway authority. The assessments also consider the combined impacts of development on the remainder of the H51 local plan allocation site. A cumulative assessment has also been carried out which includes a number of other allocated sites that have not received planning permission.

ASSESSMENT METHODOLOGY

13.3 This section sets out the methodology adopted to assess the impacts of the proposals against a range of criteria during both the construction and occupation phases of the development. It provides a summary of the methodology for assessing the significance of the impacts based on appropriate guidance.

Policy Background

13.4 Both the Transport Assessment and this Transport and Accessibility Chapter has been produced having due regard for the advice contained in the following national and local documents:

- National Planning Policy Framework (NPPF) - published by the Ministry for Housing, Communities & Local Government (MHCLG), July 2021.
- Harrogate District Local Plan 2014-2035 – published by Harrogate Borough Council (HBC), March 2020.

National Planning Policy Framework

13.5 The Government's National Planning Policy Framework (NPPF) replaced the majority of previous Planning Policy Statements (PPS) and Planning Policy Guidance Notes (PPG) documents on 27 March 2012. It has subsequently been reviewed and replaced, most recently in July 2021.

13.6 The NPPF is based on a range of core planning principles, which are aimed at supporting sustainable plan-led development. Transport specific policies play a key role in supporting and achieving the core planning principles and are intrinsically linked to the objective of sustainable development. The NPPF specifically states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

13.7 The NPPF defines the delivery of sustainable development through three roles:

- an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the

right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.

- a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

- an environmental objective – to contribute to protecting and enhancing our natural, built, and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

13.8 At the heart of the NPPF is a presumption in favour of sustainable development. It states:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

-appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.

-safe and suitable access to the site can be achieved for all users; and

-any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree".

13.9 At paragraph 104 c) NPPF identifies that:

"Opportunities to promote walking, cycling and public transport use are identified and pursued."

13.10 The NPPF states in relation to development proposals at paragraph 105:

"Opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making".

13.11 The accessibility of the site has therefore been considered based on the guidance in NPPF.

13.12 The core planning principles above provide a framework to provide inclusive, accessible, well connected and sustainable development. Paragraph 111 states:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".

13.13 And paragraph 110 indicates that when considering allocations or specific applications for development, it should be ensured that:

"-appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.

-safe and suitable access to the site can be achieved for all users; and

- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

Harrogate District Local Plan

13.14 The Harrogate District Local Plan is a is a set of policies, proposals and allocations setting out how and where land is to be developed with new homes, places of employment, services and facilities. Development Plans consist of Local Plans prepared by Local Planning Authorities and neighbourhood plans prepared by local communities. Together they form the statutory framework for future development of land and buildings.

13.15 Policy TI1 in Chapter 6, Transport and Infrastructure, of the Local Plan states:

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

A - Improve Road and rail connections both within the district and to the wider area, in particular the improvement of the Leeds-Harrogate-York railway.

B - Seek reductions in traffic congestion in Harrogate, Knaresborough and Ripon.

C - 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.

D - 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.

E - 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.

F - Improve accessibility in rural areas.

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

13.16 The preparation of the TA and the Transport and Accessibility chapter have therefore taken the above policy guidance into account.

Transport Assessment

13.17 The assessment of the potential impacts of the proposed development and mitigation that may be required has been assessed through the preparation of a Transport

Assessment (TA) and Travel Plan (TP) for the development at Castlehill West, Whinney Lane, Harrogate.

13.18 The TA sets out the baseline conditions on the surrounding network for access by a range of sustainable modes and assesses the potential impacts of the proposed development on the surrounding network.

13.19 Whilst the key transport issues and impacts are identified in this section of the ES, the TA provides the detailed methodology and assessment. The scope of the TA and Interim TP has been discussed through the preparation and submission of a scoping note to North Yorkshire County Council (NYCC) and Harrogate Borough Council (HBC) and the preparation of a parameters plan for the wider local plan allocation sites to the west of Harrogate.

13.20 The TA has been prepared in broad accordance with the Ministry for Housing, Communities & Local Government's (MHCLG's) National Planning Policy Framework and Planning Practice Guidance for TAs, and NYCC's Interim Guidance on Transport Issues including Parking Standards and Advice on Transport Assessments and Travel Plans.

13.21 Tetra Tech (formerly WYG) have previously considered the potential highways impacts of both the H51 and H70 residential allocations to the south-west of Harrogate and have had discussions with NYCC and HBC officers on these matters. Tetra Tech have also undertaken an assessment of the approved residential development on site H70 for up to 130 units on land to the east of Whinney Lane.

13.22 The current application considers development of part of the H51 site on the west side of Whinney Lane, based on the principles set out for the masterplan of the full H51 and H70 site allocations.

Travel Plan

13.23 The Interim Travel Plan (TP) for the Castle Hill West site has been amended as Appendix 11a. This document supports the TA and includes mitigation measures aimed at reducing the numbers of single occupancy car trips by encouraging the uptake of sustainable modes of travel such as walking, cycling or public transport.

13.24 The TP produced for the proposed development, has been prepared in broad accordance with the DfT publication 'Making Residential Travel Plans Work & Good Practice Guidelines: Delivering Travel Plans Through the Planning Process' and in accordance with NYCC's Developer Travel Plan Audit Checklist for residential development.

Scoping and Consultation

13.25 The proposed scope and methodology for the assessment has been discussed and agreed with highways officers of NYCC and HBC and the preparation of a parameters plan for the wider local plan allocation sites. A Scoping Report was issued to NYCC in July 2019 and a revised scope was issued in February 2020 following development of the parameters plan covering local plan allocations to the west of Harrogate.

13.26 Further discussions with NYCC highways officers have also been undertaken regarding the assessments of the cumulative impact of development of the West of Harrogate sites.

13.27 The assessments in the TA have adopted a number of assumptions relating to the trip generation and distribution of the development traffic based on the scoping discussions with NYCC and the methodology adopted for the cumulative impact assessment. Further details of the basic assumptions and methodology adopted for the modelling exercise are provided in the TA report.

13.28 Detailed operational assessments have been carried out at the following junctions on the highway network surrounding the site:

- Whinney Lane/ Site Access Roundabout
- Whinney Lane/ Pannal Ash Road/ Yew Tree Lane/ Green Lane Roundabout
- B6162 Otley Road/ Cold Bath Road/ Arthurs Avenue Traffic Signals
- Prince of Wales Roundabout (A61 York Place/ A61 Leeds Road/ B6162 Otley Road/ A61 W Park)

13.29 The locations of these junctions in relation to the development site are shown in Figure 1 of Appendix 10a.

13.30 The full impact of the residential development at Castlehill West has been assessed at the above locations for a design year of 2030, when the residential development is expected to be complete. Sensitivity assessments with a number of additional allocated sites have also been undertaken for a design year of 2030 in order to assess the cumulative impacts of these developments.

Significance Criteria

13.31 The assessment has been undertaken in accordance with the Guidelines for the Environmental Assessment of Road Traffic (IEA (Now IEMA), 1993). The following topics have been assessed for the construction and occupation phases, taking into account the anticipated development timescales:

- Severance of pedestrians and cyclists (during construction and operational stages).
- Driver delay/ network capacity (during the operational stage).
- Construction traffic (during the construction stage).
- Traffic Accidents (during construction and operational stages).

13.32 In line with IEMA's 'Guidelines for the Environmental Assessment of Road Traffic', the methodology is based on a comparison between forecasted traffic flows on roads potentially affected by the proposed developments against the environmental baseline if development were not to take place.

13.33 The IEMA guidelines is the only document available that sets out a broad methodology for assessing potentially significant environmental effects where a proposed development is likely to give rise to changes in traffic flows. Specifically, the following two 'rules' have been applied, to include highway links or junctions in the assessment where:

- traffic flows are predicted to increase by 30% or more during either the weekday AM or PM peak hours (or where the number of heavy goods vehicles is predicted to increase by 30% or more), or

- any other specifically sensitive areas where traffic flows are predicted to increase by 10% or more.

13.34 Where these rules apply, the guidelines consider that the impacts are likely to be significant and therefore, require assessment as part of the EIA. The significance of each effect has been considered against the criteria within the IEMA guidelines, where possible. However, the IEMA guidelines state that:

"For many effects there are no simple rules or formulae which define the thresholds of significance and there is, therefore, a need for interpretation and judgement on the part of the assessor, backed-up by data or quantified information wherever possible. Such judgements will include the assessment of the numbers of people experiencing a change in environmental impact as well as the assessment of the damage to various natural resources."

13.35 In the absence of established significance criteria for traffic and transport effects, professional judgement has been used to assess the sensitivity of various receptors, based on the IEMA guidelines.

13.36 The first step in this process is to qualify the sensitivity of traffic receptors or roads. Table 13.1 below illustrates how this has been done.

Table 13.1 – Sensitivity of Traffic Receptor for Driver Delay / Network & Traffic Accidents

Sensitivity	Example of Receptor
Very High	Highway network link of international importance, major junction or node (e.g., shown on Map of Trans European Transport Network).
High	National highway network link, major junction or node (e.g., roads defined as a Motorway or part of the Primary Road Network).
Medium	Regional or County highway link, junction or node (e.g., A-class roads not on Primary Road Network or B-class roads of higher standard based on design).
Low	Local roads, junction or node (e.g., a lower standard B-class road or other minor roads).

13.37 When assessing pedestrian severance, consideration has been given to specific groups or locations which may be particularly sensitive to changes in traffic conditions. For example, locations in which the desire of pedestrians to cross the road is high or the road users are of a particularly sensitive groups such as children, elderly and disabled. Table 13.2 below illustrates how this has been done.

Table 13.2 – Sensitivity of Traffic Receptor for Pedestrians and Cyclist Severance	
Sensitivity	Example of Receptor
High	Roads offering a wide range of facilities such as shops, cafes/ restaurants (e.g., High Street), or roads including schools, hospitals etc.
Medium	Roads offering some facilities such as parade of shops (e.g., Neighbourhood Centre), or commercial businesses, leisure facilities with some residential.
Low	Roads with limited facilities and primarily residential (e.g., Suburbs or Out of Town).

13.38 The magnitude of the Development's traffic impact on those receptors is then quantified, and Table 2.3 provides an indication on how this has been done when considering total junction movements for driver delay/network capacity and individual road links for pedestrian severance.

Table 13.3 – Magnitude of Impacts on Highway Junctions and Links	
Sensitivity	Example of Receptor
Major	Where the total traffic flow at a junction/link during either the weekday AM peak hour or PM peak hour is increased by at least 30% or 100 vehicles.
Moderate	Where the total traffic flow at a junction/link during either the weekday AM peak hour or PM peak hour is increased by at least 50 vehicles but less than 100.
Minor	Where the total traffic flow at a junction/link during either the weekday AM peak hour or PM peak hour is increased by at least 30 vehicles but less than 50.
Negligible	Where the total traffic flow at a junction/link during either the weekday AM peak hour or PM peak hour is increased by less than 30 vehicles.

13.39 The final step is to determine the significance of a traffic impact by considering its magnitude alongside the sensitivity of the receptor in question, the matrix in Table 13.4 below refers.

		Table 13.4 – Magnitude of Impacts on Highway Junctions and Links			
		Sensitivity of Receptor			
		Very High	High	Medium	Low
Magnitude of Impact	Major	Substantial Adverse/ Beneficial	Substantial Adverse/ Beneficial	Substantial-Moderate Adverse/ Beneficial	Moderate Adverse/ Beneficial
	Moderate	Substantial Adverse/ Beneficial	Substantial-Moderate Adverse/ Beneficial	Moderate Adverse/ Beneficial	Moderate-Minor Adverse/ Beneficial
	Minor	Moderate Adverse/ Beneficial	Moderate-Minor Adverse/ Beneficial	Minor-Adverse/ Beneficial	Minor-Negligible
	Negligible	Negligible	Negligible	Negligible	Negligible
	Moderate	Substantial Adverse/ Beneficial	Substantial-Moderate Adverse/ Beneficial	Moderate Adverse/ Beneficial	Moderate-Minor Adverse/ Beneficial
	Minor	Moderate Adverse/ Beneficial	Moderate-Minor Adverse/ Beneficial	Minor-Adverse/ Beneficial	Minor-Negligible
	Negligible	Negligible	Negligible	Negligible	Negligible

BASELINE CONDITIONS

13.40 This section provides a summary of the existing conditions on the highway network in the vicinity of the development for access by a range of sustainable modes and baseline traffic and road safety information.

Development Site

13.41 The application site is located on a parcel of agricultural land at Castlehill West off Whinney Lane, Harrogate; as shown in Figure 1.

13.42 The site is bounded by adjacent agricultural land to the north and east, by Whinney Lane to the south and Lady Lane to the west. Also, to the east is the adjacent H70 residential development.

Local Highway Network

13.43 The following provides a description of the surrounding highway network.

13.44 Whinney Lane is a single carriageway road which has a north-east to south-west alignment between Pannal Ash roundabout in the north and a T-junction with Lady

Lane and Hill Top Lane in the south. It has residential development on both sides of the road for the first 175m, south from Pannal Ash roundabout, then residential development only on the east side for a further 100m, thereafter the road is a rural character until the Squinting Cat public house where there is a small cluster of homes.

13.45 Lady Lane is an unlit, rural, single carriageway road which is subject to the national speed limit. It generally has a north-west to south-east alignment connecting to Beckwith Head Road/ How Hill Quarry Road junction in the north west and to the Whinney Lane / Hill Top Lane junction at its southern end. The carriageway has a variable width of between 4.5m and 5.4m with grass verges either side of the carriageway which vary in width along its length.

13.46 Hill Top Lane, later named Hill Foot Lane, is an unlit, rural, single carriageway road which has a variable carriageway width of between 4.1m and 5.5m. Hill Top Lane has a north to south alignment from the T-junction with Whinney Lane to Fall Lane after which it continues west to east as Hill Foot Lane.

13.47 Beckwith Road forms the western arm of the Pannal Ash roundabout which runs in a north west to south east alignment to form a priority junction with the B6162 Otley Road in the west. It has residential development on both sides of the road and is a bus route. Beckwith Road is a street-lit, single carriageway road with a carriageway width of approximately 7.3m and 2.0m wide footway on both sides. There are no waiting restrictions on Beckwith Road, and it is subject to a 30mph speed limit with traffic calming along the route in the form of speed cushions.

13.48 Pannal Ash Road forms the northern arm of the Pannal Ash roundabout and runs broadly northwards to a signalised crossroads junction with the B6162 Otley Road and Manor Drive. Pannal Ash Road has residential development on both sides of the road and serves Rossett Sports Centre, Rossett Acre Primary School and Rossett School. It is a bus route and, in part, a cycle route. The road has a carriageway width of approximately 6.1m and 2.0m wide footway on both sides for most of the route. There is a Puffin pedestrian crossing at the entrance to Rossett Acre Primary school, Rossett School and Rossett Sports Centre.

13.49 Green Lane forms the eastern arm of Pannal Ash Roundabout and has a north-west to south- east alignment from the roundabout to a priority junction with Leadhall Lane. It is largely residential in character but serves Rossett School on the north side adjacent to the roundabout, and Ashville College. The road is a street-lit, single carriageway road with a typical carriageway width of 7.3m. There is a continuous 1.5m wide footway along the south side of the road, and a similar width footway on the north side between Pannal Ash roundabout and Rossett School.

13.50 Yew Tree Lane has a north-east to south-west alignment from the Pannal Ash Roundabout to form a mini roundabout with Burn Bridge Road and Spring Lane. Approximately 1km of the northern section of Yew Tree Lane has residential development on both sides, with an access to Ashville College car park, and Ashville College sports fields, with 700m of the southern section being rural in character, before entering Burn Bridge village. The residential section of Yew Tree Lane is a street-lit, single carriageway road with a typical carriageway width of 6.0m with 2.0m footway on both sides for 650m and continues on the east side with a varied width.

13.51 The B6162 Otley Road has a broadly east to west alignment which begins at the A61 Leeds Road/ A6040 York Place roundabout. To the west, the B6162 Otley Road meets a roundabout with Pot Bank where the B6162 then continues southwards through Leathley where it is named the B6161 Leathley Lane. From this point, the B6162

continues eastwards to form a priority junction with the A658 north of Pool in Wharfedale.

13.52 Within Harrogate, the B6162 is street-lit, has a typical carriageway width of 7.3m with 2.0m-3.0m wide footway on the south side with 1.5m-1.8m wide footway on the north side and is a bus and cycle route.

13.53 The site is therefore well located in relation to access to a range of local and strategic routes surrounding the site.

Walking

13.54 Within the vicinity of the site, there are a number of existing public footways, footpaths and bridleways which provide access across the wider network which are shown in Figure 3 of Appendix 10a. Within close proximity to the site, there are public rights of way connecting to Lady Lane in the west, with routes continuing to the east of site H70 via a route connecting to Yew Tree Lane to the south of Rossett College. Improvements to the public right of way between H70 and Yew Tree Lane have been completed by Banks during 2022 provide a surfaced route to encourage walking and cycling in the area.

13.55 The Harrogate Ringway runs to the south of the site and is a 20-mile circular walking route around Harrogate, with 3-4miles of the route being on country lanes and pathways. The route is accessible from Yew Tree Lane and connects to Hill Top Lane, approximately 300m south of the public right of way which runs along the rear of H70. To the north, connections to the B6162 Otley Road can be made, and to the south, the public right of way routes to Pannal before following a route around the town with connections to other rights of way from this route to the wider areas of Harrogate available. The route also provides a connection to the Knaresborough Round route to the north-eastern side of Harrogate.

13.56 In addition to the above facilities, there are existing footways provided adjacent to residential streets to the north and east of the site, which provide access to surrounding local facilities.

13.57 For this review an acceptable maximum walk distance of 1.95km has been adopted, i.e., approximately a 24 min walk (at a typical walking speed of 1.3m per sec) from the centre of the proposed development. These have been assessed with due consideration to the local public rights of ways identified in Figure 3 of Appendix 10a and the existing pedestrian connections discussed above. A walking catchment plan is shown at Figure 4 of Appendix 10a.

13.58 The internal footway networks within the site would connect to the existing footway provision on the west side of Whinney Lane, as well as providing connections to adjacent developments both on allocation sites H51 and H70. The enhanced footway provision on Whinney Lane would provide the main connection to existing pedestrian routes from the site to local schools and facilities in surrounding areas.

13.59 At the Pannal Ash roundabout, there are currently dropped kerbs and tactile paving on Green Lane and Pannal Ash Road crossing points.

13.60 On Pannal Ash Road there is a signalised pedestrian crossing at the junction with the Rossett Acre Primary School allowing full pedestrian movements across the carriageway on all approaches and access from the existing bus stops.

13.61 Beyond the new primary school proposed on site the nearest primary school is Rossett Acre Primary School which is approximately 1.1km from the centre of the site in a northbound direction via Whinney Lane and Pannal Ash Road. This school is accessible via the existing pedestrian network and the proposed footway on Whinney Lane.

13.62 Rossett School is the nearest secondary school with a sixth form and is situated to the north of Green Lane. This school is approximately 1.1km from the centre of the site via Whinney Lane and Pannal Ash Road.

13.63 The Rossett Sports Centre is located to the north of the proposed development to the rear of the Rossett School. The Sports Centre provides access to a range of indoor and outdoor sporting facilities including tennis pitches, gymnasiums and artificial sports pitches. These sites are approximately 1.2km north of the site via Whinney Lane.

13.64 The Squinting Cat is the nearest public house which also offers a restaurant. The site itself is situated to the south of the proposed development boundary and is within close walking proximity within approximately 750m via Whinney Lane.

13.65 Cardale Park, to the south of the B6162 Otley Road, can be reached within a 1.8km walk from the centre of the site and provides potential job opportunities.

13.66 There are a number of local educations, employment, retail, health and community opportunities which could be reached on foot from the development site. The wider development of the H51 site would also provide a range of education, retail and employment opportunities in future that would be located within walking distance of the Castlehill West development.

Cycling

13.67 There is a local cycle route which provides access to the National Cycle Route 67 (NCN67) that is accessible from St. George's Road, Westbourne Avenue, Alderson Road and St. James' Drive. NCN67 is situated to the east of the site and can be accessed via the existing footway provisions, through on road-cycle access and via the public right of way routes. This route runs locally from Ripley along the Nidderdale Greenway to the north of Harrogate before continuing through the town, past the showground and southwards towards Wetherby where it links to the wider national cycle network.

13.68 National Cycle Route 636 is situated to the northeast of the site and runs between Harrogate and Knaresborough and is approximately 4 miles in length. The route is a combination of urban / rural and runs along Bilton Lane, commencing at Dragon Cycleway and provides a link between the two towns without the requirement to use the A59. The National Cycle Routes in relation to the site are shown in Figure 5 of Appendix 10a.

13.69 For this review an acceptable maximum cycle distance of 7.25km has been adopted, i.e., approximately a 36-minute ride (at a typical cycle speed of 200m per minute) from the centre of the proposed development. The proposed cycle connections discussed above and shown at Figure 5 have been used in this assessment. A cycle catchment plan is shown at Figure 6 of Appendix 10a.

13.70 Residents at the development site could cycle to a wide range of education, employment, retail, health and community opportunities, some of which they may view

as beyond a reasonable walk distance. A 10-minute bike ride (5km) reaches all of those destinations which are within a 25-minute walk (2km).

13.71 To the north-east of the site, all of Harrogate Town Centre is accessible within the 85th percentile cycling catchment. Within this catchment access to additional education facilities can be reached which includes Harrogate Grammar School, Harrogate High School St John' Fisher Catholic High School and St Aiden's Church of England High School in addition to further retail and employment opportunities both within the town centre.

13.72 To the south, Pannal and Burn Bridge can also be reached where there are a number of additional food-stores and local shops including a Co-op Food-store as well as Pannal Primary School also being accessible within approximately 3.5km.

13.73 In addition to education and retail facilities, healthcare is accessible within a 5km cycle catchment with the nearest doctors' surgery being Leeds Road Surgery, with Harrogate District Hospital also being accessible within the catchment area.

13.74 Further access to retail opportunities is available within the cycle catchment which includes Harrogate Retail Park, situated to the north of the site where there is a B & Q and Pets at Home store. Plumpton Retail Park is located to the north-east of the site where a Morrison's, Homebase and PC World are situated along with a number of smaller retail units.

13.75 Hornbeam Park Railway Station is situated south of Hookstone Road and is accessible within a 3km cycle ride from the centre of the site and has cycle storage facilities. Rail services from Hornbeam Park include those to Leeds, Knaresborough and York. Pannal Station is also located approximately 3km to the south of the site and also provides access to trains towards York/ Leeds. Hornbeam Park station provides cycle parking including cycle lockers and cycle stands. Cycle stands are also provided at Pannal station.

13.76 There are a range of education, employment, retail, health and community opportunities which could be reached by bike from the development site.

Public Transport

13.77 There are a number of bus stops within close proximity of the development site served by existing local services. These bus stops are shown on Figure 7 of Appendix 10a. The accessibility of the development to local destinations by bus is considered in more detail below.

13.78 The existing bus services accessible from Pannal Ash Road and Beckwith Road bus stops are summarised below at Table 13.5.

Table 13.5 – Pannal Ash Road/ Beckwith Road Bus Services

Route No.	Route Description	Monday to Saturday		Sunday
		Daytime	Evening	Daytime
6	Harrogate to Pannal Ash Via Harrogate Bus Station, Harrow Hill and Pannal Ash	Every 30 mins	Every 30 mins	Hourly

13.79 The current number 6 service offers regular and frequent journey opportunities to Harrogate Town Centre where local facilities can be accessed and proposals to extend the service would further enhance the site's accessibility.

13.80 This development site forms part the H51 allocation and adjoins the H70 allocation which will provide around 900 new homes in total. A comprehensive approach to the delivery of these sites and their public transport provision will be necessary and is being promoted by Banks Group. The development provides for this comprehensive approach by the provision of infrastructure which supports this specific site, but also the greater needs of the wider allocations. As a result, the proposed site access junction also serves site H70. A bus layby is provided to facilitate future bus access as H51 and H70 are developed. This will therefore make provision for long-term bus routing but would also permit an extension of existing services, when practical. Further details of the proposals and other proposed public transport improvements are provided in the TA.

13.81 The proposed development therefore is accessible on foot or by cycling to a range of local destinations, and there is a frequent and regular bus service available for journeys further afield. The development is located in a sustainable location with good opportunities for travelling by a range of sustainable modes of transport.

Future Baseline Traffic Flows

13.82 Traffic surveys on the surrounding network were undertaken in 2018 and 2020, and the future year for assessment purposes is taken as 2030. The TEMPRO v7.2 program has been used to growth up the surveyed flows to 2030 base flows. Committed development traffic, identified through discussion with NYCC and summarised in the TA, has been added to the 2030 base flows to create 2030 No Development Flows. The predicted traffic from the proposed residential development and primary school has been added to the 2030 No Development Flows to create 2030 With Development Flows.

13.83 A sensitivity test has also been carried out to consider the cumulative impact of a number of current applications and allocated sites that are not yet committed development, which includes the remainder of the H51 allocation. The additional development traffic as a result of these additional sites has been added to the 2030 No Development flows to provide the future year baseline for the cumulative assessment, including the Castlehill West development traffic. Further details of the traffic flows used in the operational assessments is provided in the TA.

Highway Safety

13.84 The existing road safety record for the surrounding network has been reviewed in the TA. No significant road safety issues have been identified in the review that would be exacerbated by the addition of the proposed development traffic.

Committed Highway Improvements

13.85 There are no committed highway improvements in the local area which are considered as part of this assessment.

POTENTIAL IMPACTS

13.86 This section details the potential impacts of the development on the surrounding road network during the construction stage and once in operation.

13.87 Specifically taking into consideration the IEMA guidance, the following transportation-related effects have been considered:

- Construction traffic (during construction stage).
- Parking requirements (during construction and operational stages).
- Driver delay/ network capacity (during operational stage).
- Severance of pedestrians and cyclists (during construction and operational stages).
- Traffic accidents (during construction and operational stages).

Embedded Mitigation

13.88 To ensure the design is policy compliant, measures to encourage sustainable methods of transport have been considered as part of the development of the site Masterplan.

13.89 The layout of the site has been designed to facilitate walking and cycling, with inter-connecting pathways being provided as well as links to adjacent development on the H51 allocation.

13.90 In addition, the proposed site access arrangements, including the approved site access to the H70 allocation, include improved pedestrian provision on Whinney Lane in the vicinity of the site with widened footways and pedestrian crossing facilities provided. The internal layout and site access design are compliant with LTN 1/20.

13.91 The carriageway on Whinney Lane has also been widened in the vicinity of the site in order to accommodate public transport access in future and the access layout also includes for the provision of enhanced bus stop facilities.

13.92 The proposed site access layout would therefore provide an improved highway layout in the vicinity of the site for access by a range of modes including pedestrians and public transport.

During Construction

13.93 There will be Heavy Goods Vehicle (HGV) movements associated with the delivery of construction materials, such as roof trusses, bricks, concrete etc, as well as the removal of waste in skips. Many of these will be made by rigid lorries, for example concrete deliveries and skip lorries, and some will be by articulated lorries, for example roof trusses and bricks. Some deliveries will be by transit-type vans/ Light Goods Vehicles (LGVs).

13.94 Based on typical construction traffic movements and assuming a construction programme delivery of 40-50 homes per year, it is anticipated there will be 2 articulated lorries per day and 10 rigid lorries per day visiting the site, as well as 10 LGVs.

13.95 It is envisaged 50 members of staff will work on the site each day, comprising construction workers such as bricklayers and joiners as well as site management staff. These will arrive in small vans and cars. There is likely to be some sharing of vehicles, and so 35 cars/ vans are expected each day.

13.96 Construction activities on site will be between 07:30am and 18:30pm weekdays and 07:30am and 13:30pm on Saturdays. Site workers are expected to arrive between 7:00am and 9:00am and depart between 17:00pm and 19:00pm. The construction site will not operate on Sundays or on public holidays. It will be operational during the school holidays.

13.97 Table 13.6 below summarises the anticipated daily construction traffic movements to access the development site through the construction period, assuming one outlet is operational. The numbers in red are site staff movements.

Table 13.6 – Anticipated Daily Construction Movements

Hour Beginning	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800
Cars & LGVs IN	14	14	1	1	1	2	2	0	0	0	0	0
HGVs IN	0	0	2	1	2	2	2	0	0	0	0	0
Total IN	14	14	3	3	3	4	4	0	0	0	0	0
Cars & LGVs OUT	0	0	0	1	1	1	2	2	0	0	14	14
HGVs OUT	0	0	0	2	1	2	2	2	0	0	0	0
Total OUT	0	0	0	3	3	3	4	4	0	0	14	14

13.98 From Table 13.6 it can be seen construction at the site is expected to result in a maximum of 2 HGVs per hour inbound and outbound during the working day. Staff car trips are mainly concentrated at the start and end of the working day, i.e. 14 per hour inbound between 7:00am and 9:00am with 14 per hour outbound between 5:00pm and 7:00pm. The distribution of LGVs through the day is similar to that of HGVs.

During Construction - Potential Effects of Construction Traffic

13.99 The development is anticipated to take up to 7-8 years to construct, at an expected build-out rate of 40-50 homes per year, and the construction will result in an increase in the movements of HGVs on the road network local to the site during that period. It is envisaged construction traffic will route to the site via the access on Whinney Lane, Pannal Ash Road, Otley Road, A661 and A658 via the A1(M).

13.100 Table 13.7 below summarises the potential effects of traffic predicted to be generated during the construction stage of the residential element of the Development have been derived and whether they then trigger the need for mitigation.

Table 13.7 – Potential Effects of Construction Traffic				
Link	Sensitivity	Magnitude	Effect	Mitigation
A1(M)	High	Negligible	Negligible	No consideration required
A658	Medium	Negligible	Negligible	No consideration required
A661	Medium	Negligible	Negligible	No consideration required
B6162 Otley Road	Medium	Negligible	Negligible	No consideration required
Pannal Ash Road	Medium	Negligible	Negligible	No consideration required
Whinney Lane	Low	Negligible	Negligible	No consideration required

During Construction - Potential Effects on Parking Requirements

13.101 During the construction stages, there will be an increase in demand for car parking on the local road network as a result of workers needing to gain access to the site. If suitable provision is not made on site this might result in overspill onto Whinney Lane or the adjoining residential streets.

During Construction – Potential Effects on Pedestrians and Cyclists

13.102 The extra traffic generated during the construction stages might increase the delays encountered by pedestrians and cyclists on the local road network. They may find it more difficult to establish precedence when seeking to cross some local roads.

During Construction – Potential Effects on Traffic Accidents

13.103 The extra traffic generated during the construction stages might increase the likelihood of an accident occurring on the local road network. In particular, there will be an increase in the number of HGVs.

After Completion (Operation) – Potential Effects on Parking Requirements

13.104 Residents require adequate car parking on site to ensure vehicles do not overspill onto nearby roads such as Whinney Lane or the adjoining residential streets. Parking in the development needs to be sufficient so it can accommodate residents, employees and visitors.

After Completion (Operation) – Potential Effects on Driver Delay/ Network Capacity

13.105 For the most part driver delay is encountered at junctions, and therefore consideration of this category has been made with reference to the Operational Assessment chapter of the Transport Assessment (TA). A more detailed breakdown of the impacts of traffic generated by the Development can be obtained from that document.

13.106 The TA includes an assessment of the impact of the proposed development in the future design year (2030) with the addition of background traffic growth and committed development traffic.

13.107 In addition, a separate assessment has been carried out in order to consider the cumulative impacts of additional planning applications and site allocations on the local highway network. This includes an assessment of the remainder of the H51 allocation and consideration has therefore been given to the potential combined impacts of development of the whole H51 allocation. The cumulative impacts of the additional planning applications and allocations has also been considered separately.

13.108 Following the methodology described earlier in this section, the sensitivity of the traffic receptor, in this instance a junction, has been established and the magnitude of impact on that receptor has been predicted to determine the significance of any potential effects. The sensitivity of the junction has been established based on the highest classification of connector road, and likewise the magnitude of impact is taken as the busiest of the AM or PM peak hours.

13.109 The change in total flow through a junction has been taken as the difference between the 2030 No Development scenario and 2030 With Development scenario presented in the TA. The development generated trips have been assigned onto the surrounding network as detailed in the TA.

13.110 Table 13.8 below summarises how the potential effects of traffic predicted to be generated by the Development on driver delay/ network capacity at these junctions has been derived and whether they trigger the need for consideration of further mitigation.

Table 13.8 – Potential Effects on Driver Delay/Network Capacity

Junction	Sensitivity	Magnitude	Effect	Mitigation
Whinney Lane/ Site Access Roundabout	Low	Major	Moderate Adverse	Requires consideration
Whinney Lane/ Pannal Ash Road/ Yew Tree Lane/ Green Lane Roundabout	Low	Moderate	Moderate- Minor Adverse	Requires consideration
B6162 Otley Road/ Cold Bath Road/ Arthurs Avenue Traffic Signals	Medium	Minor	Minor Adverse	Requires consideration
Prince of Wales Roundabout (A61 York Place/ A61 Leeds Road/ B6162 Otley Road)	Medium	Minor	Minor Adverse	Requires consideration

13.111 As is shown in Table 13.8 above, the significance of potential adverse effects on the junctions as a result of the development is predominantly Moderate/ Minor Adverse. The impacts of the development traffic at the junctions have been assessed in the TA with regards to driver delay and network capacity.

13.112 Based on the assessments in the TA the addition of development traffic did not result in any significant impacts and the junctions were predicted to operate satisfactorily and therefore no further mitigation was required.

13.113 In addition to the assessment of the impacts of the proposed development summarised in Table 13.8 consideration has also been given to the cumulative impact of development undertaken in the TA. Table 13.9 summarises the cumulative impacts of the H51 allocation.

Table 13.9 – Potential Effects on Driver Delay/Network Capacity – H51 Combined

Junction	Sensitivity	Magnitude	Effect	Mitigation
Whinney Lane/ Site Access Roundabout	Low	Major	Moderate Adverse	Requires consideration
Whinney Lane/ Pannal Ash Road/ Yew Tree Lane/ Green Lane Roundabout	Low	Major	Moderate Adverse	Requires consideration
B6162 Otley Road/ Cold Bath Road/ Arthurs Avenue Traffic Signals	Medium	Major	Substantial-Moderate Adverse	Requires consideration
Prince of Wales Roundabout (A61 York Place/ A61 Leeds Road/ B6162 Otley Road)	Medium	Major	Substantial-Moderate Adverse	Requires consideration

13.114 As shown in Table 13.9 the predicted effect of the combined impacts of the H51 allocation is predominantly Substantial/ Moderate Adverse. The impacts of the combined H51 allocation, along with other planning applications and allocation sites, have been assessed in the cumulative impact assessment. This is addressed further in the next section.

After Completion (Operation) – Potential Severance on Pedestrians and Cyclists

13.115 Consideration of this category has been made with reference to the TA. The links considered for the assessment are those that would be used by pedestrians in the vicinity of the site in order to access local facilities. These are Whinney Lane, Beckwith Road and Pannal Ash Road.

13.116 As illustrated in the TA there is a range of local facilities to the north of the Development reached via Whinney Lane, Pannal Ash Road and Beckwith Road. For example, there is Rossett Acre Primary School on Pannal Ash Road and a Co-Op Food store on B6162 Otley Road as well as a newsagents and other facilities which can be reached on foot or bike via Beckwith Road or Pannal Ash Road. Most of the amenities are in the direction of Harrogate which means the majority of pedestrian movements from the site would be northbound on Whinney Lane.

13.117 The sensitivity of the traffic receptor has been taken from Table 13.3. The magnitude of impact on that receptor has been predicted to determine the significance of any potential effects. The magnitude of impact is taken as the busiest for traffic of the AM or PM peak hours.

13.118 The change in total flow along the link is as described above for driver delay/ network capacity.

13.119 Table 13.10 below summarises how the potential effects of traffic predicted to be generated by the Development on severance of pedestrians and cyclists have been derived and whether they then trigger the need for consideration of further mitigation.

Table 13.10 – Potential Severance of Pedestrians and Cyclists

Link	Sensitivity	Magnitude	Effect	Mitigation
Whinney Lane	Low	Major	Moderate Adverse	Requires consideration
Beckwith Road	Low	Negligible	Negligible	No consideration required
Pannal Ash Road	Medium	Moderate	Moderate Adverse	Requires consideration

13.120 As is shown in Table 13.10 above, the significance of potential adverse effects on the severance of pedestrians and cyclists as a result of the development is Moderate at most. Further consideration of mitigation is not required on Beckwith Road as the effect of development traffic would be negligible. Mitigation is considered further in the following section.

13.121 In addition to the assessment of the impacts of the proposed development summarised in Table 13.10 consideration has also been given to the combined impacts of the H51 allocation. Table 13.11 summarises the combined impacts of the H51 allocation.

Table 13.11 – Potential Severance of Pedestrians and Cyclists – H51 Combined

Junction	Sensitivity	Magnitude	Effect	Mitigation
Whinney Lane	Low	Major	Moderate Adverse	Requires consideration
Beckwith Road	Low	Negligible	Negligible	No consideration required
Pannal Ash Road	Medium	Major	Substantial-Moderate Adverse	Requires consideration

13.122 As shown in Table 13.11 the predicted effect of the combined impacts of the H51 allocation is predominantly Substantial/ Moderate Adverse. Further consideration of mitigation is not required on Beckwith Road as the effect of the combined H51 development traffic would be negligible. The impacts of the combined H51 allocation, along with other planning applications and allocation sites, have been assessed in the cumulative impact assessment. This is addressed further in the next section.

After Completion (Operation) – Potential Effects on Traffic Accidents

13.123 Consideration of this category has been made with reference to the Highway Safety chapter of the TA. That document reviews in detail records for personal injury accidents on the road network local to the site during the most recent 5 years for which data is

available, to establish if there are any common clusters or causes, and then consider if the traffic impacts due to the development may adversely affect those trends.

Cumulative Impacts

13.124 A number of planning applications and Local Plan allocations have been identified which have been included in a cumulative impact assessment.

13.125 The construction traffic associated with the planning applications and local plan allocations are expected to have a limited effect on the area immediately surrounding the proposed development. The planning applications and local plan allocations are at varying distances from the Castlehill site and are not expected to result in many construction vehicle movements on the roads in the immediate surrounds of the development, including Whinney Lane. It is expected that each of the planning applications and local plan allocations will produce a CEMP which will establish the numbers, routing and times of delivery vehicles and develop a strategy to mitigate for the impacts of construction traffic. With a CEMP in place for each site, the significance of effect of construction traffic on the Castlehill development will be Negligible.

13.126 It is anticipated that adequate parking will be provided at each of the planning application and local plan allocation sites. Therefore, it is not expected that there will be cars parking on roads surrounding these sites. With the exception of the remainder of the H51 allocation, the committed developments are of sufficient distance from the Castlehill site that construction vehicles will not be on roads surrounding the Development. It is anticipated that each of the planning application and allocation sites will have a CEMP imposed through a future planning permission which will control parking on site. It is concluded that the significance of effect of the construction stage on parking requirements in the locale, with the on-site parking provided as described above, is Negligible.

13.127 The number of construction vehicle movements associated with each of the planning application and allocation sites is expected to be low on the roads surrounding the Castlehill development, with a number of the schemes coming forward located some distance from the Development. The significance of effect of the construction traffic associated with the committed developments on severance of pedestrians and cyclists will be Negligible.

13.128 It is anticipated that each of the planning application and allocation sites will provide an adequate amount of parking within the site when it becomes operational and that the effect of the developments on parking requirements in the vicinity of the Castlehill site, with on-site parking provided will be Negligible.

13.129 The cumulative impact assessment has assessed all junctions with planning application and local plan allocation traffic flows included and a number of junctions are predicted to operate over capacity. However, with mitigation measures implemented, as summarised in the following section, the junctions operate at an acceptable level. Therefore, the significance of effect of the planning application and local plan allocations on driver delay/ network capacity on the local road network is Minor – Negligible.

13.130 It is expected that the cumulative increase of traffic from planning application and local plan allocations on the roads in the area will have little effect on the prevailing accident trends. The accompanying TAs have not identified mitigation measures for highway safety reasons. It is expected that a Transport Assessment will be submitted for each of the committed development and local plan allocation sites which will draw similar

conclusions for the junctions assessed as part of the accompanying TA for the Castlehill development. The significance of effect of the planning applications and local plan allocations on traffic accidents has been deemed as Minor at worst.

MITIGATION MEASURES

13.131 This section outlines the mitigation measures that would be provided as part of the development proposals and the significance of the residual effects of the development with appropriate mitigation measures in place.

During Construction – Construction Traffic

13.132 As described in the previous section, the potential traffic impacts during the construction stage do not trigger mitigation measures for highway safety reasons. Notwithstanding that there is the matter of amenity for residents of surrounding areas to the west of Harrogate.

13.133 A strategy will be submitted to and agreed with NYCC and HBC prior to the first phase of construction, namely a Construction Environmental Management Plan (CEMP), which will establish the likely numbers, routing and times of delivery vehicles. The CEMP will primarily be aimed at managing the following:

- Working periods on the site.
- Construction access and temporary traffic signs.
- Parking arrangements for construction workers and vehicles.
- Routing of construction vehicles.
- Wheel washing facilities and dust sheeting of loads as appropriate.

13.134 The agreed strategy will be implemented at the commencement of the construction stage and followed during all subsequent phases as appropriate.

13.135 The significance of effect of construction traffic, with the CEMP in operation, is Negligible.

During Construction – Parking Requirements

13.136 All necessary parking for delivery and workers' vehicles during the construction stage will be provided on site and will be identified in the CEMP. There will be no loss of available parking for local residents.

13.137 The significance of effect of the construction stage on parking requirements in the locale, with the on-site parking provided as described above, is Negligible.

During Construction – Pedestrians and Cyclists

13.138 As described above, traffic impacts during the construction stage are negligible, and therefore will not have any noticeable effect on the delays encountered by pedestrians and cyclists on the local road network.

13.139 Whilst there are existing schools in the vicinity of the site, and a proposed primary school on the site, the timing of deliveries to the site by larger construction vehicles

and HGV's would be controlled via the CEMP in order to avoid busy periods associated with school start and end times thereby minimising potential impacts on pedestrian movements associated with local schools.

13.140 Within the Development, construction traffic may cross PROWs and if as expected the numbers are low then signage warning construction vehicles of a PROW approaching can be used and if pedestrian numbers are high then a banksman can be employed to control traffic movements over the PROW.

13.141 The significance of effect of the construction stage on severance of pedestrians and cyclists with mitigation in place is Negligible.

After Construction (Operation) – Parking Requirements

13.142 Car parking will be provided in broad accordance with guidelines set out in NYCC's parking guidelines. An indictive masterplan has been produced for the development, however a separate detailed application would be required to confirm the detailed layout of the site.

13.143 It is envisaged, on average across the site, each residential property will have a garage or a driveway. Where there is no garage, a shed will be provided for safely storing a bike.

13.144 The significance of effect of the Development on parking requirements in the locale, with the on-site parking provided as described above, is Negligible.

After Construction (Operation) – Driver Delay/Network Capacity

13.145 Measures to mitigate for the traffic impacts of the Development on the surrounding road network have been investigated and determined in the TA.

13.146 In Table 13.8 the following junctions were identified as requiring further consideration for mitigation:

- Whinney Lane/ Site Access Roundabout
- Whinney Lane/ Pannal Ash Road/ Yew Tree Lane/ Green Lane Roundabout
- B6162 Otley Road/ Cold Bath Road/ Arthurs Avenue Traffic Signals
- Prince of Wales Roundabout (A61 York Place/ A61 Leeds Road/ B6162 Otley Road/ A61 W Park)

13.147 The junctions listed above has been assessed within the TA. Future year assessments taking account of traffic growth, committed development traffic and development traffic demonstrate that the junctions are predicted to operate satisfactorily with development in place and mitigation measures for capacity reasons are not required as a result of the addition of the proposed development traffic. Further details of the cumulative impact assessment carried out and consideration of potential mitigation measures are provided below.

13.148 Based on the operational assessments in the TA the significance of effect of the development on driver delay/ network capacity on the wider road network is Minor - Negligible.

13.149 The impacts of the combined H51 allocation, along with other planning applications and allocation sites, have been assessed in the cumulative impact assessment. The cumulative impact assessment has identified a range of highway mitigation measures which are summarised below.

- Lady Lane / Beckwith Head Road Junction - pedestrian crossing facilities and carriageway widening for shared footway / cycleway.
- Whinney Lane/Beckwith Head Road/Pannal Ash Road - Localised widening on Pannal Ash Road and Yew Tree Lane, dropped kerb and tactile crossing provision.
- Rossett Green Lane / Yew Tree Junction - mini-roundabout scheme
- Rossett Green Lane / Green Lane / Leadmill Lane - mini-roundabout scheme
- A61 / Burn Bridge Lane - Traffic Signals scheme
- A61 Leeds Road/Pannal Bank/Follifoot Road - MOVA installation
- A61/Leadhall Lane/Hookstone Road - Increased merge lengths and right turn bays
- Leeds Road/ Park Drive/ St Georges Road - entry width amendments
- Otley Road / Leeds Road roundabout – Possible entry widening, or alternative signalled route considered.
- Otley Road/Cold Bath Road/Pannal Ash – Extended flared approaches on side roads
- Otley Road / Beckwith Road – Signalisation
- Otley Road/Beckwith Head Road – Additional left turn/ right lanes provided.
- Otley Road/Howhill Road - new signalised junction
- Otley Road/ Pot Bank - New roundabout junction
- A59/A6040 Empress Roundabout – revised lane markings
- Wetherby Road/Hookstone Chase - Increase merge lengths
- Burn Bridge Road/Malthouse Road - Bridge widening.
- Active travel improvements

13.150 The above improvements provide a comprehensive package of mitigation of the cumulative impacts of the sites assessed and provides additional highway capacity at a number of junctions on the surrounding highway network as well as other improvements to pedestrian/ cycle facilities.

13.151 The proposed mitigation measures would be delivered either via S278 works for specific improvements or a S106 contribution to the wider package of mitigation measures.

13.152 Based on the operational assessments in the cumulative impact assessment the significance of effect of the combined H51 allocation on driver delay/ network capacity on the wider road network, with the mitigation measures provided as described above, is Minor – Negligible.

After Construction (Operation) – Potential Severance on Pedestrians and Cyclists

13.153 Measures to mitigate for the traffic impacts of the Development on the surrounding road network have been investigated and determined in the TA and cumulative impact assessment.

13.154 Based on the assessments in the TA and cumulative impact assessment the significance of effect of the development on severance of pedestrians and cyclists, with the mitigation measures provided as described above which includes a range of improvements for pedestrians/ cyclists, is Minor - Negligible.

After Construction (Operation) – Traffic Accidents

13.155 The Development will increase traffic flows on the surrounding road network. There were no accidents reported on the road network immediately adjacent to the site access junction. The frequency of accidents that occurred on the wider road network assessed within the TA is relatively low. In most cases the accidents resulted from driver or pedestrian error which can be difficult to address with engineering measures.

13.156 There would be localised improvements to the carriageway, footways and pedestrian crossing facilities on Whinney Lane at the site access, which would be likely to mitigate any localised impacts as a result of development. At other locations on the wider network mitigation measures for highway safety reasons are not required. The significance of effect of the Development on traffic accidents is therefore considered Minor - Negligible.

After Construction (Operation) – Additional Mitigation

13.157 A Residential Travel Plan has been produced setting out the type of measures that will be implemented across the site as the development progresses. The prime objective of the Residential Travel Plan is to reduce the numbers of single occupancy car trips by encouraging the use of more sustainable modes of travel such as journeys on foot, by bike, or by public transport.

13.158 As set out in the TA, discussions are currently ongoing with operators regarding the future provision of a bus service into the development site to improve bus accessibility for the residents at the Development. It is proposed to divert the Harrogate Bus Company 6 service into the site from its current route along Pannal Ash Road and Beckwith Road. The diverted service would provide a 30-minute frequency during Monday to Saturday daytimes, and a 60-minute frequency during evening and Sunday periods and will provide connections to Harrogate centre as well as surrounding local destinations. The diversion of the No.6 service would also result in most of the development site being within a 400m walk of a bus stop.

RESIDUAL IMPACTS

13.159 This section summarises the traffic impacts of the Development, the benefit of the mitigation measures brought forward as a result and the residual effects after mitigation. Also shown is the confidence level of each prediction. Table 13.12 below summarises the residual effects during construction and after completion.

Table 13.12 – Residual Effects During Construction and After Completion (Operation)

Summary Description of Identified Impact	Significance of Effect (most frequent)	Mitigation	Resulting Residual Effect (worst case)	Confidence Level
During Construction				
Traffic on Whinney Lane and surrounding network	Negligible	CEMP/ Construction routing/ Hours of Operation	Temporary Negligible	High
Parking Requirement	Negligible	CEMP/ Provision of parking on site for workers	Temporary Negligible	High
Severance of Pedestrians and Cyclists	Negligible	CEMP/ Construction routing/ Hours of Operation	Temporary Negligible	High
Traffic Accidents	Negligible	CEMP/ Construction routing/ Hours of Operation	Temporary Negligible	High
After Completion (Operation)				
Parking Requirements	Negligible	Provision of parking on site in accordance with NYCC's parking guidance	Negligible	High
Driver Delay/ Network Capacity (Access Junction)	Moderate Adverse	Site access roundabout arrangement	Negligible	High
Driver Delay/ Network Capacity (wider road network)	Moderate-Minor Adverse	S278/ S106 improvements	Minor-Negligible	Medium
Severance of Pedestrians and Cyclists	Moderate Adverse	Whinney Lane access improvements/ S278/ S106 improvements	Minor-Negligible	Medium
Traffic Accidents	Moderate Adverse	Whinney Lane access improvements/	Minor-Negligible	Medium

		S278/ S106 improvements		
After Completion (Operation) – H51 Combined				
Driver Delay/ Network Capacity (Access Junction)	Moderate Adverse	Site access roundabout arrangement	Negligible	High
Driver Delay/ Network Capacity (wider road network)	Substantial-Moderate Adverse	S278/ S106 improvements	Minor-Negligible	Medium
Severance of Pedestrians and Cyclists	Substantial-Moderate Adverse	Whinney Lane access improvements/ S278/ S106 improvements	Minor-Negligible	Medium

13.160 This chapter of the EIA prepared by Tetra Tech on behalf of Banks Property, has considered the likely or potential impacts of the Castlehill West development on the environment in respect of transport and accessibility.

13.161 The transportation implications of the development have been assessed in accordance with the relevant national and local policy documents, published guidance, and consultation with NYCC and HBC.

13.162 Specifically, the potential traffic impacts on the surrounding road networks during construction and after completion have been assessed.

13.163 Construction of the development is expected to be commenced in 2023/ 24. The site lies near to an A-Class Road; the A61 Harrogate Road and a B-Class Road; Otley Road, and hence is ideally placed for construction vehicles to gain access to and egress from the site with the minimum possible impact on the surrounding environs.

13.164 The traffic impacts of the development during the construction period will be adverse, but negligible and temporary in nature. Notwithstanding that a Construction Environmental Management Plan (CEMP), will be submitted to and agreed with NYCC and HBC, managing in particular the routes taken by construction vehicles, the times of day of the vehicle movements, and the volumes of construction traffic. The agreed strategy will be implemented at the commencement of the construction period and followed during all phases as appropriate.

13.165 It is proposed to have the primary vehicular access via a new arm of the approved roundabout access to the H70 site off Whinney Lane. The access junction has been designed to the relevant DMRB guidance and includes pedestrian provisions to facilitate crossings as well as widening of the carriageway and provision for bus stops. The internal layout and connections to the external network have been designed to ensure multiple, direct and convenient access points for pedestrians and cyclists.

13.166 The proposed pedestrian and cyclist improvements would enhance the current accessibility of the site. This will be further enhanced as future public transport improvements come forward.

13.167 A Residential Travel Plan will be implemented as part of the development. The prime objective of the Residential Travel Plan is to reduce the numbers of single occupancy car trips by encouraging the use of more sustainable modes of travel such as journeys on foot, by bike, or by public transport.

13.168 A number of off-site junctions have been assessed within the accompanying Transport Assessment and junction improvements on the road network are not required to mitigate the impact of the Development; so, its residual effects in capacity and safety are Minor/ Negligible.

13.169 An assessment has also been carried out to consider the cumulative impacts of additional allocated sites and the proposed development site which has identified a package of highway improvements on the surrounding network, including pedestrian and cycle improvements, which would mitigate the impacts of both the development and additional allocated sites.

13.170 The Development meets the sustainable objectives of the National Planning Policy Framework (NPPF), and its residual traffic impacts are not severe.

14. AIR QUALITY

INTRODUCTION

14.1 Surface Property Consultants provided an assessment of the effects of the proposed development upon local air quality in the original ES. Because the number of dwellings proposed has decreased quite significantly it is not proposed to review the inputs or the conclusions of this assessment.

14.2 The conclusions of the ES were that following mitigation, construction phase dust emissions are predicted to lead to negligible and not significant effects on sensitive receptors. Baseline air quality in the absence of the Development is significantly below the AQOs in both 2018 and 2030.

14.3 Vehicle emissions from operational traffic will not result in any exceedances of the air quality objectives for NO_2 and PM_{10} at any assessed receptors in either the 'with Development' or 'without Development' scenarios. Modelled concentrations of the with Development scenario predict only small changes in NO_2 and PM_{10} concentrations, which are well below the respective Air Quality Objectives in 2030. The predicted effects are negligible for NO_2 and PM_{10}, and not significant.

14.4 Emissions from NRMM to be utilised during construction are predicted to have a slight adverse and not significant effect on air quality. However, successful implementation of robust management and control measures will reduce the local air quality effect associated with NRMM to negligible and not significant.

14.5 Notwithstanding these conclusions the Interim Travel Plan (Appendix 11a) has been amended to provide greater clarification on measures which will individually and cumulatively improve air quality outcomes from the development.

Table 14.1 – Travel Plan Measures to Enhance Air Quality

Measures	Timetable for Implementation
Appoint Travel Plan Coordinator	3 months prior to first occupation
Support Walking through promotion of information on routes and events. Provide strategic East/ West & North/ South walking and cycling routes.	On occupation To accord with phasing plan.
Support Cycling through promotion of information on routes and events. Cycle parking provided at each home. Voucher towards the purchase of a bike or public transport.	On occupation
Support Public Transport through promotion of information on routes and events. Provision of short-term bus passes for free travel on local services. Existing Bus Service (number 6) diverted down to the site entrance.	On occupation TBC by NYCC/ operators. Likely to be before 100th unit.

New bus layby - Part of site access works	Before first occupation
Support Car Sharing and Low Emission Vehicles Promotion of carshare/ lift share schemes. Car club provided on site. EV charge point for each home.	On occupation
Reduce the need to travel – Retail and Employment uses on wider H51 site as part of adjacent developer.	TBC
Journey Planning Support	On occupation
Undertake Travel Survey	50th occupation for baseline survey. Monitoring survey – 12 months after and on an annual basis thereafter.
Monitoring Report to be submitted to NYCC	Within one month of each travel survey

15. DRAINAGE & FLOOD RISK

INTRODUCTION

15.1 Wardell Armstrong LLP were commissioned to review the Flood Risk Assessment (FRA) in response to layout changes. The report is at Appendix 13a. The aim of this report was to demonstrate that the site is appropriate, in terms of flood risk and drainage, for the proposed development. At the outline stage the surface water management strategy presented in the report is indicative and subject to further consideration at the reserved matters stage. However, it is considered sufficient to demonstrate that a drainage strategy for the site is feasible.

NATIONAL PLANNING POLICY

15.2 The report sets out the national policy position which was most recently updated in 2021 in respect of National Planning Policy Framework (NPPF) and 2022 in respect of Planning Practice Guidance. However, the principles of planning policy for flood risk are unchanged from the original planning application.

15.3 The Government's Long Term Flood Risk Assessment for Locations in England shows the centre of the site being at risk of surface water flooding which is consistent with the location of the watercourse within the site boundary. The surface water flow is shown to be travelling through the site in a south-easterly direction, entering from the centre of the north western boundary, and exiting the site to the south western boundary.

SITE CHARACTERISTICS AND EXISTING DRAINAGE REGIME

15.4 No changes are identified in the site characteristics or drainage regime which is for surface water to drain to the Clark Beck within the centre of the site. The discharge rate from the site is still considered to be 5.11 litres per second per hectare (l/s/ha).

15.5 No details of any flooding within the site were identified during the preparation of this addendum report. The council's Strategic Flood Risk Assessment does not identify any specific areas of historical flooding on the site.

Geology and Ground Conditions

15.6 No changes are identified within the geology of the site or its ground conditions.

PROPOSED DEVELOPMENT

15.7 The proposed development on the site has changed to 225 homes and a new school. The vulnerability class for the proposed development is unchanged as 'more vulnerable' for residential and education establishments. Sequential and Exception Tests are not required for this development.

SURFACE WATER MANAGEMENT STRATEGY

15.8 The overarching surface water management strategy is not changed from the original planning application. The site discharged to the existing watercourse (Clark Beck) which runs through the centre of the development and exits the site to the southeast and it is proposed that this discharge can be appropriately used to serve the development.

15.9 From the indicative site development masterplan, approximately 9.5ha of the site is to be developed. It is assumed that 50% of residential areas will be impermeable while the school will have an impermeable area of 0.8ha. 100% of access roads will be impermeable.

15.10 The development proposals are split in to three distinct catchment areas. Firstly, the school to the north of the watercourse, followed by the residential development area north of the watercourse, and finally the residential development area south of the watercourse.

15.11 It is known that there are further flood issues downstream on the Clark Beck, and therefore this drainage strategy aims to provide betterment to flows by reducing the discharge from the site below the greenfield run off rate. The calculated greenfield run off rate for the site is 5.11 l/s/ha, however it is proposed to reduce the flows to 4.5 l/s/ha for all return periods up to and including the 1 in 100 years plus a 45% allowance for climate change. This allowance is higher than in the original planning application due to allow for "urban creep".

Table 15.1: Existing and Proposed Run Off Rates

Storm Event	Existing Greenfield Run Off Rate (l/s/ha)	Proposed Run Off Rate (l/s/ha)	Betterment (l/s/ha)
1 in 2	5.11	4.5	0.61 reduction
1 in 30	8.98	4.5	4.48 reduction
1 in 100	10.62	4.5	6.12 reduction

15.12 Reduction to discharge rates lower than those proposed is not achievable due to the drain down time required for the attenuation features.

15.13 Within each of the catchments, the following is proposed. The detail is shown in Appendix 5 of Appendix 13:

- The primary school is to discharge at a rate of 3.6 litres per second into the northern residential site. Based on the preliminary masterplan, the school has an impermeable area of 0.8ha, meaning there is a requirement for approximately 660m3 of storage within the school site. The exact nature of the storage required will be determined at the detailed design stage however there is sufficient space available within the school curtilage to provide this attenuation.

- The residential area to the north of the watercourse has an estimated impermeable area of 1.72ha, and therefore the total discharge for this area will be 7.7 litres per second, however, this will be increased to 11.3 litres per second to allow for the additional 3.6 litres per second from the Primary School to pass through the development. Approximately 1400m3 of storage will be required to ensure the flow rate is restricted for all return periods up to and including the 1 in 100-year event, plus 45% for climate change, plus an additional 10% on the area for urban creep.

- The residential area to the south of the watercourse has an estimated impermeable area of 2.22ha, and therefore the total discharge for this area will be 10 litres per second. Approximately 1620m3 of storage will be required.

- It has been agreed the surface water discharge from the new roundabout will be added to the site-wide drainage system. This has an impermeable area of 0.34ha. The temporary attenuation will be removed to allow development. The additional flow from this area has been factored into the drainage model for the Catchment A network.

15.14 The school car park is to be served by a petrol interceptor or a SuDS feature which is to be designed at the reserved matters stage.

15.15 Two new headwall structures will be constructed on the Clark Beck, one to the north and one to the south, to allow for the two drainage networks to discharge at the rates shown.

15.16 A section of the Clark Beck which is currently culverted will be opened to provide ecological benefits and also reduce flood risk. A short section will be culverted to achieve the masterplan layout. This will restrict water flows entering the site.

15.17 It is considered that a culvert assessment beyond the site boundary is neither feasible or necessary.

15.18 It is still proposed that the drainage system external to the school and private curtilages, will be adopted and maintained by Yorkshire Water under a Section 104 agreement, although the attenuation basins will remain privately owned and maintained by a management company.

15.19 The exact design of this system will be confirmed at the detailed planning application, however drawing PA13a shows how it is proposed that the attenuation basins be arranged on the site, along with indicative drainage routes through the site.

15.20 It is considered that there are no reasons why the development cannot be designed to meet the current regulatory requirements and that appropriate Sustainable Drainage Systems (SuDs) can be used. At this stage, the main surface water storage and water treatment will be provided by a mix of basins, swales, permeable paving, filter trenches appropriate for the layout design and highway adoption requirements. These will be considered in further detail at the detailed planning application stage.

15.21 All surface water drainage will be designed to meet adoption and maintenance requirements.

15.22 Flood exceedance will be managed by directing flood flows away from the existing and proposed development and to the existing watercourse as it currently occurs.

15.23 The development will be designed to ensure any surface water runoff will be routed to the surface water management system and away from buildings. Safe emergency access through the site will be provided.

15.24 Overall, it is considered that a robust and sufficient surface water management strategy for the site can be achieved to mitigate flood risk on and off the site.

FOUL WATER STRATEGY

15.25 There is no change to the foul water strategy as a result of the amendments. A pumping station will be located on a low part of the site. A potential location is shown on drawing PA13a. The foul water drainage outside of private curtilage including the pumping station will be put forward for adoption by Yorkshire Water under a section 104 application.

FLOOD RISK

Flood Risk from External Sources

15.26 The risk of flooding from external sources has been reviewed as part of the report but is unchanged because there are no changes proposed beyond the site boundary.

Flood Risk from the Development

15.27 The change in housing layout at the southern end of the site includes the re-profiling of land. The northern corner of the southern development area lies within the overland surface water flood extents associated with Clark Beck as seen on the drainage strategy plan. The ground level of the plots within this region are to be raised for the finished floor level to be a minimum of 600mm above the flood level. The level of the surrounding areas will be raised to suit.

15.28 Compensatory flood storage will be provided to the east of the watercourse to mitigate potential flood storage losses resulting from the proposed land raising. A loss of an area of 1200m2 of surface water flood extents will be accounted for with the ground reprofiling of the adjacent area.

15.29 The design of the drainage system will provide protection for storm events up to an including the 1 in 100 years plus climate change, plus 45% for climate change. Any excess flows above this level of protection will be directed away from any proposed buildings.

Climate Change

15.30 Guidance provided by the EA has changed and so the report assesses the proposals against a higher degree of peak rainfall intensity in the 2070s arising from climate change.

15.31 The surface water attenuation volumes included in the surface water management assessment includes this level of climate change allowance and demonstrates that this has no impact on the proposal.

15.32 Consideration of urban creep will also be required at the detail design stage however the contributing area used in this preliminary storage estimation has been increased by 10% to allow for this potential requirement.

RESIDUAL RISKS

15.33 There is always a possibility of a flood in excess of that allowed for which might conceivably cause some flooding to the development. However, such an event would have a very low probability and the risk of flooding to development would be extremely small. It is therefore considered that the residual risks associated with flooding are not significant.

15.34 It is considered that, the mitigation and control measures detailed in this report can ensure that the residual risk of flooding to and from the development will be within permitted current design standards.

CONCLUSION

15.35 Notwithstanding changes to the outline scheme the overall conclusions of the assessment remain that it is considered that there are no local site-specific risks that would adversely affect the Flood Zone categorisation. Similarly, there are considered to be no significant increased off-site flooding risks as a result of the development. The site is therefore considered suitable, in terms of flood risk, for the type of development proposed.

16. GROUND CONDITIONS

16.1 Shadbolt Group carried out an intrusive site investigation to establish likely ground conditions which will impact on development. The full report was appended to the planning application. There is no likelihood that the ground conditions have changed as a result of amendments to the proposals or any other new information.

17. AGRICULTURAL LAND VALUE

17.1 Robert Sullivan of GSC Grays provided an Agricultural Land Classification Report on the site which was appended to the planning application. This concluded that the site is at best Grade 3b and therefore not best and most versatile agricultural land. This conclusion is not changed by amendments to the planning application or any other information which has come to light since submission.

18. SUSTAINABLE DEVELOPMENT AND CLIMATE CHANGE

INTRODUCTION

18.1 The purpose of the planning system, as national planning guidance states, is to contribute to achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs4. At a similarly high level, members of the United Nations – including the United Kingdom – have agreed to pursue the 17 Global Goals for Sustainable Development in the period to 2030. These address social progress, economic well-being and environmental protection.

18.2 In the context of decision-making, paragraph 11 of NNPF states:

"Plans and decisions should apply a presumption in favour of sustainable development".

18.3 Paragraph 38 of the National Planning Policy Framework (NPPF3, 2019) notes the following:

"Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible".

UNITED NATIONS' SUSTAINABLE DEVELOPMENT GOALS

18.4 Adopted by all United Nations Member States, 'The 2030 Agenda for Sustainable Development', provides a shared blueprint for peace and prosperity for people and the planet. At the core of the agenda are seventeen Sustainable Development Goals (SDGs) which address global challenges relating to poverty, inequality, climate change, environmental degradation, peace and justice. The seventeen SDGs are all interconnected and set a target of 2030 for delivery.

18.5 The following assessments link the sustainability and corporate social responsibility activities of the proposed Castle Hill West development to the United Nations' Sustainable Development Goals (SDGs) and each of these are assessed in turn.

Table 18.1: UN Sustainable Development Goals

UN SDG	Contribution from Castle Hill West Development
	• Castle Hill West development would create 41 construction jobs for the five year build period along with 103 spin-off jobs. • The school would have around 80 permanent jobs • 40% of the houses would be affordable addressing housing poverty in the Borough

End Poverty in all its Forms, Everywhere	
 ***End Hunger, Achieve Food Security and Promote Sustainable Agriculture***	• Castle Hill West is a good site to develop because the land is not best or most versatile productive arable farm land (which would tend to be located to the east of the town).
 ***Ensure Healthy Lives and Promote Wellbeing for All at All Ages***	• 3.5 hectares of land would be set aside for public open space. • 1.2 km footpath and cycle links would be created to encourage healthy modes of transport.
 ***Ensure Inclusive and Equitable Education and Promote Lifelong Learning Opportunities for All***	• New primary school to meet needs of the development but also other developments in the area. • Working with the County Council to ensure the site is ready early in the development
 ***Achieve Gender Equality and Empower all Women and Girls***	• Good design takes into account the needs of parents including 2-metre-wide footpaths where two push chairs may pass easily. • Provision of the school on-site will make this an excellent place for young residents to share parenting duties
	• Foul and surface water disposal will be fully segregated in accordance with Yorkshire Water requirements.

Ensure Availability and Sustainable Management of Water and Sanitation for All	
 ***Ensure Access to Affordable, Reliable, Sustainable and Modern Energy for All***	• High standards of energy efficiency in the new homes will reduce energy demands in line with the hierarchy of measures to address climate change. • Though not directly related to these proposals Banks Group delivers clean energy to the National Grid through its 79 working wind turbines including the five at Micklefield, Leeds
 ***Promote Sustained, Inclusive and Sustainable Economic Growth, Full and Productive Employment and Decent Work for All***	• Castle Hill Farm will improve the economic prospects for Harrogate town through increased employment and custom for local businesses. The development would help deliver the Council's strategy for economic growth.
 ***Build Resilient Infrastructure, Promote Inclusive and Sustainable Industrialisation and Foster Innovation***	• Infrastructure provided on site includes roads, drainage, school and houses themselves. • The road network will be enhanced through the construction of roundabout and bus routes. • Green Infrastructure will be provided on site with links to other developments.
 ***Reduce Inequalities Within and Among Countries***	• 40% affordable housing on-site would deliver on a policy which is designed to reduce inequality in the housing market, enabling young people to get a foot on the housing ladder.

 ***Make Cities and Human Settlements Inclusive, Safe, Resilient and Sustainable***	• Indicative layout of the houses provides natural surveillance of open spaces. • Layout encourages cycling and walking away from busy roads. • Harrogate is a town with full range of facilities for sustainable living with good public transport services to the city of Leeds
 ***Ensure Sustainable Consumption and Production Patterns***	• Banks Group prioritises the procurement of construction materials and services as locally as possible. • The housing and school will be designed to supply enable the recycling of waste materials arising.
 ***Take Urgent Action to Avoid Climate Change and Its Impacts***	• Modern houses require less heating than existing older homes. • The development will have electric car charging points. • The development will be directly served by bus and encourage walking and cycling
 **Conserve and Sustainably Use the Oceans, Seas and Marine Resources for Sustainable Development**	• The drainage strategy for the development is to create a sustainable urban drainage system which treats water and attenuates discharge rates at times of heavy rainfall taking into account likely effects of climate changes. • The SUDs design will also help biodiversity on the site.
 ***Protect, Restore and Promote Sustainable***	• The development includes proposals for new habitat creation. • The development will preserve most trees and hedgerows on the site. • The development will preserve and enhance the beck which runs through the site.

Use of Terrestrial Ecosystems, Sustainably Manage Forests, Combat Desertification, and Halt and Reverse Land Degradation and Halt Biodiversity Loss	• The intention is to create net biodiversity gain through this development.
 ***Promote Peaceful and Inclusive Societies for Sustainable Development, Provide Access to Justice for All and Build Effective, Accountable and Inclusive Institutions at All Levels***	• The Banks Group values highly its relationship with local communities living near our developments. We aim to recycle some of our profits back into those communities so that they experience benefits from development. • The Castle Hill West development will be carried out in consultation with local community and institutions giving them a full say in decision making. • The Banks Group is accountable through its feedback procedures and adherence to planning conditions and policies.
 ***Strengthen the Means of Implementation and Revitalise the Global Partnership for Sustainable Development***	• The development will rely on partnership working between the Banks Group, a chosen builder, registered social landlord, North Yorkshire Council and local residents' groups. • The quality of those relationships will be borne out in the quality of development.

CLIMATE CHANGE

Limiting Emissions

18.6 As noted above the development at Castle Hill West has been designed to address the global challenge of climate change through:

- Connecting the development to a bus service
- Enhancing pedestrian and cycling routes to encourage sustainable modes of transport.
- Providing electric car charging points

- Building houses which conserve heat to a much greater extent than the existing housing stock.

18.7 Planning is a major tool in tackling climate change because it has the power to direct development to more sustainable locations and require more sustainable building standards. However, in so doing it has to acknowledge the needs of the market to sell houses where people wish to live and for a price they can afford. The choice of Castle Hill West as a new housing site was made by the Borough Council in its Local Plan. In order to meet district wide housing needs a range of sites was put forward which collectively achieved the most sustainable form of new development, including a new settlement.

18.8 It is inevitable that construction of 230 dwellings and a school will give rise to emissions of greenhouse gases through the production and transportation of bricks, cement and concrete etc. There is no established methodology for calculating the impact of new building in this sense because the need for the new housing would fundamentally exist with or without this particular development. The principle of sustainable development is to continue to meet such needs through methods which reduce, if not eliminate harm to the environment. It is undoubtedly true that some modern methods of construction can significantly reduce the impact on climate change such as the greater use of wood. The Castle Hill West application is in outline with all matters of building design reserved matters. As Banks Group will not necessarily be the house builder on this site it would not be possible to commit at this stage to specific methods other than those which are required through regulations.

Climate Change Resilience

18.9 New developments need to demonstrate that they are resilient to climate change also. The Castle Hill West drainage proposals have been designed to take into account the likely increased occurrence of heavy rainfall over the life of the development.

CONCLUSIONS

18.10 The Banks Group is committed to promoting Sustainable Development in all its projects across three business areas of mining, renewable energy and property development. The company has adopted the UN SDGs listed above as a yardstick against which to measure the sustainability of projects. The Castle Hill West development is a good example of the combination of positive contributions new development can make to these goals across a spectrum of economic, social and ecological factors.

19. SOCIO-ECONOMIC IMPACTS

19.1 The original ES contained a chapter which set out to assess the likely significant socio-economic effects of the proposed development on the human population in the surrounding area. In particular it considered changes to local population numbers, employment, expenditure, effects on community services, and provision of housing.

19.2 The number of houses proposed on the site have reduced from 270 to 230 and so the change to population will be reduced proportionately. The size of the school is now expected to be 420 pupils plus 52 nursery places. This was not known at the time of the planning application.

19.3 There are several pieces of analysis within the original EIA which use population numbers to predict impacts of the development. These have been updated below.

Employment

19.4 The original EIA concluded that the development would lead to 48 construction jobs per annum over a six-year construction period and 121 indirect jobs during this period. The reduction of number houses from 270 to 230 would suggest that the build-out period will be reduced from six years to five (as far as it is possible to predict sales). The number of jobs created could fall proportionally to 41 (103 indirect).

19.5 Overall, the development Proposal is therefore considered to have a temporary moderate beneficial effect on employment and economic output during the construction phase.

19.6 The original ES concluded that there would be at least 40 permanent jobs created as a result of the operation of a school on site. This was a worst-case scenario based on a single form of entry. Now that NYCC has indicated that they would want to create a two-form entry school with two form nursery it is considered that the permanent jobs created is likely to be 80.

19.7 Indirect employment is estimated by applying a multiplier of 1.1 to the direct jobs.

19.8 Overall, the development will have a permanent minor beneficial effect on employment.

Effects on Population and Housing

19.9 The development would provide 230 additional dwellings. Using the same methodology as applied to the original ES the new population in Harrogate Borough is estimated to be 362 (down from 425).

19.10 By collaborating in joined up master planning of the area BPL is helping with the larger strategic plan for population growth in Harrogate.

19.11 The development is therefore considered to have a permanent **moderate beneficial** social economic effect on population and housing.

Local Expenditure

19.12 Using the same methodology as the original ES it is calculated that the total spending power of new residents at Castle Hill West will be approximately £3.12 million (down from £3.66 million) not taking into account inflation since 2020.

19.13 One-off spending of approximately £5,000 per home through the purchase of furnishing and decorating supplies would lead to £1.15 million in first occupation expenditure (down from £1.35).

19.14 Effects on local expenditure are assessed as being permanent (with the exception of initial 'homemaking' purchases which are temporary) with a **moderate beneficial** effect.

LPA Fiscal Effects

19.15 The Castle Hill West development would increase revenue streams for North Yorkshire Council through additional New Homes Bonus (NHB) payments and increased Council Tax receipts. However, NHB is being phased out and delays in bringing forward this development may lead to a significant reduction in benefits for the Council.

19.16 However, Council Tax will be levied indefinitely. Assuming an average Council Tax banding of D for the 230 houses it can be assumed the development would yield around £496,000 per annum based on published figures.

19.17 Overall, the development will result in permanent moderate beneficial impact as a result of increased revenue streams open to NYC through Council Tax receipts.

Health and Wellbeing: Primary Healthcare

19.18 Assuming a worst case scenario in which all residents are new to the local area and thereby not already registered to local GP practices, Castle Hill West will have the potential to generate in the region of 645 new patients either from people moving to the development or from general population growth facilitated by the development. This generates a need for at least ½ an additional GP (based on the standard doctor-patient ratio of 1:1800). The baseline section, however, shows that at the time of writing seven GP surgeries within 5km of the site have operational capacities to accommodate the new residents arising from the proposals without the requirement to increase staffing numbers.

19.19 It is therefore considered that upon completion the development will have a permanent negligible/minor adverse effect on primary healthcare facilities at the local level.

Health and Wellbeing: Wider Health

19.20 There is no change to the prediction that healthier lifestyle opportunities presented, coupled with increased job opportunities and new education facilities will create a permanent minor beneficial effect.

Education

19.21 There is no change to prediction that the development will cause a permanent negligible to minor adverse effect on existing secondary school provision and a moderate beneficial effect on existing primary school provision.

Open Space, Leisure and Recreation

19.22 It is still considered that the development will have a negligible effect on existing sports facilities and open space provision in Harrogate. Section 106 contributions will be used to offset the negligible impact. The development will have a permanent negligible/minor

beneficial effect in increasing the amount of public open space, and children's play facilities in the district.

Community Facilities

19.23 Impact on community facilities such as places of worship, libraries, community centres and day nurseries are still considered to be negligible / neutral.

Summary

19.24 With all cumulative benefits and disbenefits considered together, upon completion the operational phase of the development would be expected to generate long-term moderate beneficial effects on local employment, retail expenditure and fiscal benefits for the local area.

Table 19.1: Likely significant effects of the development

Potential Effect	Nature of Effect	Significance	Mitigation Measures	Residual Effects
Demolition and Construction Phase				
Effects on Employment	Temporary	Moderate beneficial	None Required	Moderate beneficial
Operational Phase				
Effects on Employment	Permanent	Minor beneficial	None Required	Minor beneficial
Effects on Population and Housing	Permanent	Moderate beneficial	None Required	Moderate beneficial
Effects on Local Expenditure	Temporary/Permanent	Moderate beneficial	None required	Moderate beneficial
Local Authority Fiscal Effects	Permanent	Moderate beneficial	None required	Moderate beneficial
Effects on Health and Wellbeing	Permanent	Negligible/Minor adverse	S106 contributions	Negligible
Effects on Education Provision	Permanent	Negligible/minor adverse (secondary) Moderate beneficial (primary)	S106 contributions	Negligible (Secondary) Moderate beneficial (Primary)
Effects on open space and leisure	Permanent	Negligible	S106 contributions	Negligible
Effects on community facilities	Permanent	Negligible	None required	Negligible

19.25 There is no significant change to the number of houses to be delivered on other allocated or consented schemes in the local area.

20. CONCLUSIONS

20.1 This Environmental Statement provides the information needed to conclude that there are no overriding reasons to refuse permission for 230 dwellings and a school at Castle Hill West. The Planning Statement outlines the reasons why there is a clear need and justification for permitting the development. The site complies with the key considerations for new housing proposals outlined within NPPF and will provide a valuable contribution to the delivery of new housing in a sustainable location. There are no policies in NPPF that would preclude development at the site, and it is considered to be suitable for residential development in the context of NPPF.

20.2 The Council has acknowledged the suitability of this location for new housing by allocating it in the Local Plan which has now been adopted following an independent examination.

20.3 The Local Plan policy requires four different developers to work together on a Parameters Plan for the West of Harrogate because of the likely cumulative impacts of development. The District and County Councils have facilitated meetings which have led to agreement of a Parameters Plan and the formulation of an allocation-wide masterplan for the allocation known as H51. This shows that the two parts of the allocation will be linked by a bus service, cycle and pedestrian connections. It also allocated land for a new primary school which will ensure H51 meets the educational needs of the population which will live there as well as providing choice for the existing community.

20.4 Harrogate has been seen as one of the most suitable locations for housing and employment growth in the borough because of the concentration of services and facilities located within the town. The application site is located relatively close to the town centre. It is certainly close to important facilities such as education and bus services.

20.5 This application includes an indicative layout for 230 dwellings, including a range of house types and sizes, particularly focusing on providing new family accommodation and meeting local housing needs. In addition, a new primary school will meet the needs generated by these houses but also many more people in the local area. New open spaces, landscaping, drainage and shared surfaces have all been considered as part of the design process albeit indicatively at this stage.

20.6 The Environmental Assessment in chapters 8-19 of this document (supplemented with Appendices 3-15 have addressed all technical environmental matters relating to highways, drainage and flooding, ecology, landscape, archaeology and ground conditions etc. There are no substantial likely environmental effects identified or technical reasons why the proposals should not be granted consent.

20.7 The proposals will bring significant benefits to the local community the main areas to benefit would include:

Social Benefits – Providing much needed new homes for local people, promoting walking, cycling and public transport, supporting existing local facilities and contributing a new school.

Economic Benefits – 41 new temporary construction jobs as well as additional 103 ‘spin off’ jobs during the six years construction period, 80 permanent jobs in the school with further spin-off, significant additional expenditure from future residents anticipated

in the local area, New Homes Bonus of around £3 Million in addition to £0.5 million per annum in additional Council Tax payments.

Environmental Benefits – Creation of new green spaces, ecological habitats, and management of surface water and creation of new modern efficient homes

20.8 The significant benefits delivered by the development are considered to balance heavily in favour of supporting the scheme and demonstrate that the proposal will contribute to all three dimensions of sustainable development.

20.9 The proposal complies with national and local planning policy and will provide a valuable contribution to new much needed housing at a local and national level.