

# Whixley Parish Council

Consultation Response to New Settlement (Maltkiln) Development Plan Document  
November 2022

## Introduction

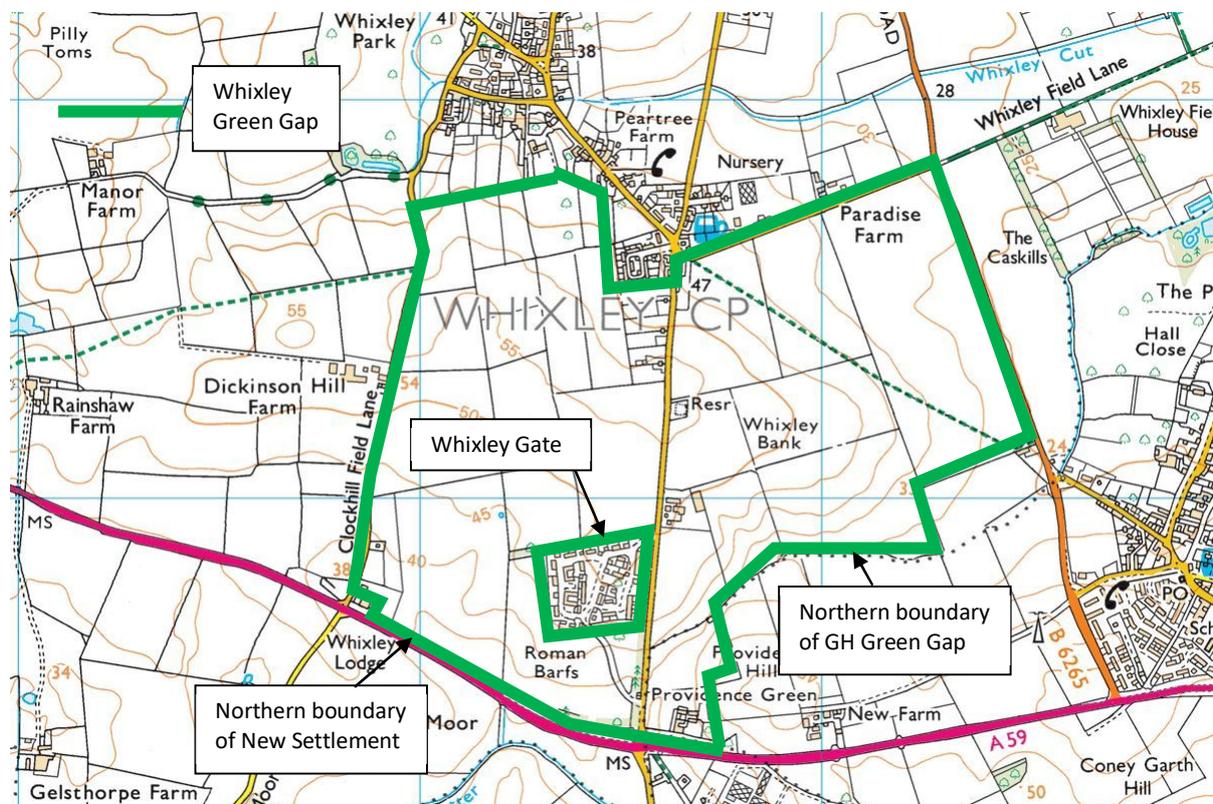
Whixley Parish Council (WPC) have the following comments on the policies included in the New Settlement (Maltkiln) DPD document. These are policies which we consider need to be modified to either protect our residents from the most significant effects of the new settlement or allow our residents to benefit more from the new facilities which the settlement should deliver.

We have also had input to the joint response made by the group of local parish councils. The comments we make here within draw out the issues which we feel are the most significant for our Parish.

Notwithstanding these comments WPC continue to be opposed to the principle of the new settlement. This is the wrong place for development of this scale and this number of houses are not needed.

## Policy NS2 Strategic Green Gap

The strategic green gap should be amended to include the land around Whixley Gate, the properties at Princes Corner as on the map below and fields between Whixley Gate and Whixley. Whixley's conservation area and rural setting must be protected, just as protection has been given to Kirk and Green Hammerton.



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## Policy NS13 Providing Biodiversity Net Gain

There is very serious doubt and grave concern how the loss of habitat which will result from the building of a settlement of this size can possibly produce a net gain for biodiversity.

The DPD Habitat Regulations Assessment is flawed and does not recognise the Great Crested Newt Colony at Whixley Gate. When the houses there were built, great care was taken to protect the newts and continues to be taken.

The newt site is only 320m from the proposed northern boundary of the new settlement.

There is also evidence of badgers in the locality.

A local resident who undertakes bird surveys for the British Trust for Ornithology has provided the list of bird species found in the area. You will note many of the species found locally are already under threat. This list is a truer reflection of birds found locally than Harrogate Council's commissioned wildlife report.

CATTAL AREA BIRD LIST		
BARN OWL	GREAT TIT	OYSTERCATCHER
BLACK-HEADED GULL	GREENFINCH	PHEASANT
BLACKBIRD	GREY HERON	PIED/WHITE WAGTAIL
BLACKCAP	GREY PARTRIDGE	RED KITE
BLUE TIT	GREY WAGTAIL	RED-LEGGED PARTRIDGE
BULLFINCH	GREYLAG GOOSE	REDWING
BUZZARD	HERRING GULL	REED BUNTING
CANADA GOOSE	HOUSE MARTIN	ROBIN
CARRION CROW	HOUSE SPARROW	ROOK
CHAFFINCH	JACKDAW	SISKIN
CHIFFCHAFF	JAY	SKYLARK
COAL TIT	KESTREL	SONG THRUSH
COLLARED DOVE	LAPWING	SPARROWHAWK
COMMON GULL	LESSER BLACK-BACKED GULL	STARLING
CORMORANT	LESSER REDPOLL	STOCK DOVE
CUCKOO	LINNET	SWALLOW
CURLEW	LONG-TAILED TIT	SWIFT
DUNNOCK	MAGPIE	TREE SPARROW
FERAL PIGEON	MALLARD	TREECREEPER
FIELDFARE	MARSH TIT	WHITETHROAT
GOLDCREST	MEADOW PIPIT	WILLOW WARBLER
GOLDFINCH	MISTLE THRUSH	WOODPIGEON
GOSHAWK	MOORHEN	WREN
GT SPOTTED WOODPECKER	NUTHATCH	YELLOWHAMMER.

Red and Amber listed birds as per the fifth review of Birds of Conservation Concern (BoCC5) in the UK, Channel Islands and Isle of Man published in December 2021.

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## **Birds placed on the red list are species which:**

- Have declined by more than 50% in the last 25 years
- Are globally threatened or are not recovering from historical decline
- Are placed on the red list of Birds of Conservation Concern

## **Species of birds on the amber list:**

- Have declined by 25 – 50% in the last 25 years
- Are recovering / recovered from historical decline
- A rare breeder in the UK or of either European or International importance

## **Policy NS 14: Open Space and Sports Provision**

The sports policy is weak. There is no reference to indoor sports provision for which the area is severely lacking or sports for older people like bowls. This Policy should be strengthened to include this rather than simply seeking more generic pitch provision.

This is an area our residents could benefit from if it is done properly.

## **Policy NS16 – 19 Designated Conservation Areas**

The Whixley Conservation Area must be added to this together with recognition of the ten Grade II listed buildings including the Church of the Ascension. Full details may be found on the attached link to the Conservation Character Appraisal carried out by villagers under the guidance of the Harrogate Council Planning Department.

[http://whixley.org/wp-content/uploads/2016/03/Whixley\\_Conservation\\_Area\\_2007.pdf](http://whixley.org/wp-content/uploads/2016/03/Whixley_Conservation_Area_2007.pdf)

## **Policy NS20 Archaeology**

We ask that protection is given to the area clearly marked “Roman Barfs” (just south of Whixley Gate) on the OS map SE44341 56578

It is well known that Rudgate/Station Road is on the line of a Roman road.

## **Policy NS21 Non Designated Heritage Assets**

The Whixley Gate development should be added to this. Built on the site of Whixley Hospital in the late 1990s great care was taken to ensure that properties were built on the old hospital footprint, mature trees remain giving the site an established feel.

## **Policy NS21 Affordable Housing**

Whixley is short of affordable homes especially for older single people. An allocation strategy must be in place to ensure local people get priority.

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## **Policy NS26 Local Centre**

Cattal Station is already well used by Whixley residents, if a successful local centre is developed at the new settlement then Whixley and Whixley Gate residents will want to take advantage of it; in order to fulfill the new settlement's green/carbon neutral aims there must be footpaths and cycle paths and a safe crossing of the A59 (traffic light crossing and a bridge or underpass) to allow this.

## **Policy NS28 Education**

Whixley supports the provision of education provision in the new Settlement. A primary school built in the first phase of development would benefit our residents as other local schools are nearly full and would make our village more attractive to families.

We also consider the provision of secondary education in the new Settlement would be beneficial to the local area. It would mean local child could walk and cycle to school and reduce their journey time and vehicle movements.

The again emphasises the need for safe and direct pedestrian and cycle links to our village.

## **Policy NS29 Social and Community Facilities**

This policy is too vague and lacks substance – developers should make a substantial financial contribution to ensure facilities can be built and established at an early stage.

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## **Policy NS31: Walking and Cycling**

Many of our comments reference how Whixley and Whixley Gate residents could benefit from the facilities provided in the new settlement. It is vital therefore that walking and cycling links to the village should be provided. Whixley is however the one village that is not mentioned in this policy.

We think the policy should be strengthened and reference specific measures to improve linkages with Whixley and Whixley Gate. As a minimum this should include provision of a continuous footpath along Station Road and a traffic light crossing of the A59.

We understand NYCC are not in favour of traffic light crossing on the A59 because it is a rural road but the new settlement will change the character of the road here making traffic light crossings appropriate. A bridge or underpass could also be provided.



Station Road Looking North from A59 showing lack of Footpath

## **Policy NS32: Cycle Parking**

These are current cycle parking standards. For a development which will be built over many years and for which cycling is key mode of transport a lot more parking for bikes than this should be provided.

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## **Policy NS33: Rail Infrastructure**

Lots of Whixley residents use Cattal station and the improvements referenced in this policy are supported.

We would like to highlight how poor the existing parking for the station – people park on the verge on Station Road as shown in the picture. Parking here while the first phases of construction are underway would be dangerous and probably cause contractors problems. It is imperative that proper parking for the station is in place before construction starts. This could be temporary in the first instance if necessary.



Parking at Cattal Station

## **NS34 Bus Provision**

New bus services would benefit existing residents and are supported. This policy should however be strengthened and be more specific about the places buses should be provided to.

The existing buses referenced in the policy are village services and very slow and not practical for most people. Recognising this a much faster service for the new settlement linking Boroughbridge and Wetherby should be referenced in the policy. A bus to Knaresborough should also be provided as the railway station is not well located for the town centre (because of the gradients) and the Aldi and Lidl supermarkets.

With this greater detail the true cost of providing bus transport and what the developer needs to contribute would be known.

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## **Policy NS35 Street Hierarchy**

Figure 2 of the DPD shows the hierarchy of roads serving the new settlement. This diagram is poor and has errors. There is an arrow missing from the B6265 at Green Hammerton so it looks as though Station Road in Whixley is the main route north. The diagram should indicate a hierarchy of roads accessing the site. The A59 is indicated as the main route, which is fine, but all other roads are shown the same. There should be recognition here and elsewhere that the B6265 is the main route north and the new link road to the A168 is the main route to the south.

## **Policy NS36 Highway Mitigation**

The impact of traffic is a key concern of Whixley residents and we think this policy should be more specific about impacts on local roads.

The policy references measures to deter traffic from through routing but this should be more specific and reference Station Road and Rudgate through Whixley which will clearly be used by traffic heading north. We would want to see traffic calming and road safety measures on these roads in the first phases of development.

In later phases traffic would start to use Clock Field Lane to the west and this should also be referenced in the policy. This road is narrow and links into narrow roads through Whixley village. Measure to prevent through traffic on these roads are essential.



Clockfield Lane between A59 and Whixley Village

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Clockfield Lane in Whixley Village

## **Policy NS37: Minimising Car Usage**

A parking ratio of 1 space per dwelling or less is referenced.

While we would support reducing parking to limit car use we don't think levels of parking as low as this are realistic in this location – whatever happens this will still be a broadly rural location and people will rely on cars.

Whixley Gate is close enough to the new settlement for people to park (some people are already parking here for the station) so the site must be wholly self-serving in terms of car parking.

## **Air Quality and Construction Impacts**

Construction of this new settlement is planned to take until 2038. The DPD Regulation 19 Pre Submission Draft makes little or no mention of how those who live on the proposed borders of the New Settlement (in some cases within it). They will have to live with the noise, dust, pollution and reduction in air quality and loss of amenity which inevitably accompany any major construction site.

**There must be clear policies and regulations in place to protect and compensate residents prior to any planning proposal being considered and these must have proper enforcement mechanisms before any application is passed.**

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## Section 11 - Delivery and Phasing

This is set out as a series of Tables listing infrastructure requirements, giving timing, importance and cost. It has clearly been put together in a hurry, is full of errors and needs a thorough review.

Phasing is defined in 3 year groups. The first is 2023 to 2028. Nothing is going to happen until at least 2025 so this should be adjusted. It would also be better to use another measure of timing for some the infrastructure requirements – eg. some of the measures could be required before any houses are occupied.

There should be a specific project referenced for works to local roads to help avoid through routing and address local issues of highway safety and capacity. Most of this is needed very early on. The first project is improvements to the A1(M) Junction 47 which are identified as critical. If this is critical then the above works to local roads are similarly critical.

Is the A1(M) junction improvement still required given how much work has already been done. If more is required is it actually possible to deliver anything else?

Some other comments (recognising that a wholesale review is required):-

- Projects listing A59 Eastern Roundabout, Skatemoor Lane (link to A168), railway over bridge, the phasing of these isn't right and should all be are all developer funded.
- Improvements to bus services – funding should be in early phase as well – this is what it says in Policy NS34.
- Station improvements (including parking) the phasing of this is wrong – the parking at least should be in first phase.
- New cycle routes – these should be in early phases and not long term.
- Gas supply – there won't be a gas connection according to Caddick.
- Education provision should be critical not necessary.