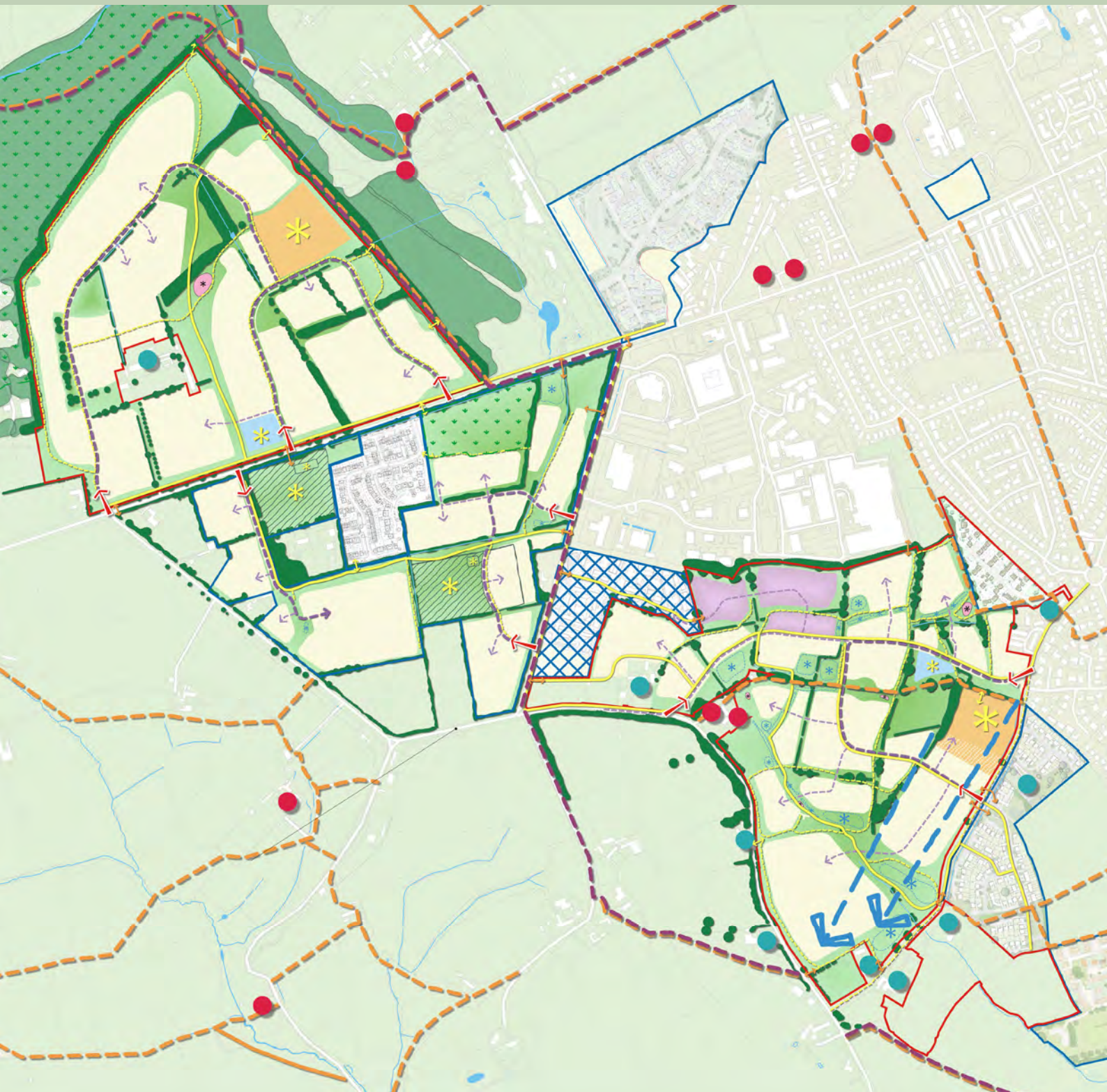


WEST HARROGATE PARAMETERS PLAN DOCUMENT FEBRUARY 2022



Prepared by:



Office Address:

CSA Environmental

Dixie's Barns, High Street, Ashwell, Hertfordshire,
SG7 5NT

Office Telephone Number:

01462 743 647

On behalf of:

Anwyl Land, Banks Group, the Edington and Hall Families,
Gladman Developments Ltd, Harrogate Borough Council,
Homes England and North Yorkshire County Council.

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Preface

The adopted Harrogate District Local Plan 2014 - 2035 allocates several sites on the western side of Harrogate for the delivery of new housing and employment provision, key services and facilities with associated transport, communications and green and blue infrastructure. These site allocations are strategically important in supporting the vision for planned growth set out in the Local Plan and will form a new urban extension on the western edge of the town.

The spatial extent of the West of Harrogate Parameters Plan covers the following sites:

- H36: Former Police Training Centre, Yew Tree Lane
- H45: Bluecoat Park
- H46: Land at Otley Road
- H49: Windmill Farm, Otley Road
- H51: Land east of Lady Lane
- H70: Lane east of Whinney Lane
- H74: Crag Lane

Some of the sites listed above already benefit from planning permission and the parameters plan reflects the approved permissions. The three largest sites (H45/H49/H51) will provide key pieces of new infrastructure such as schools and playing pitches.

In order to ensure the successful delivery of this significant urban extension, it is essential that developers/site promoters work collaboratively to ensure that a comprehensive, well thought out, sustainable and cohesive development is realised. This document contains a series of plans and drawings, providing the framework for more detailed masterplanning work. It has been prepared in line with the principles set out within the Government's National Design Guide 2019 and updated National Planning Policy Guidance relating to design principles.

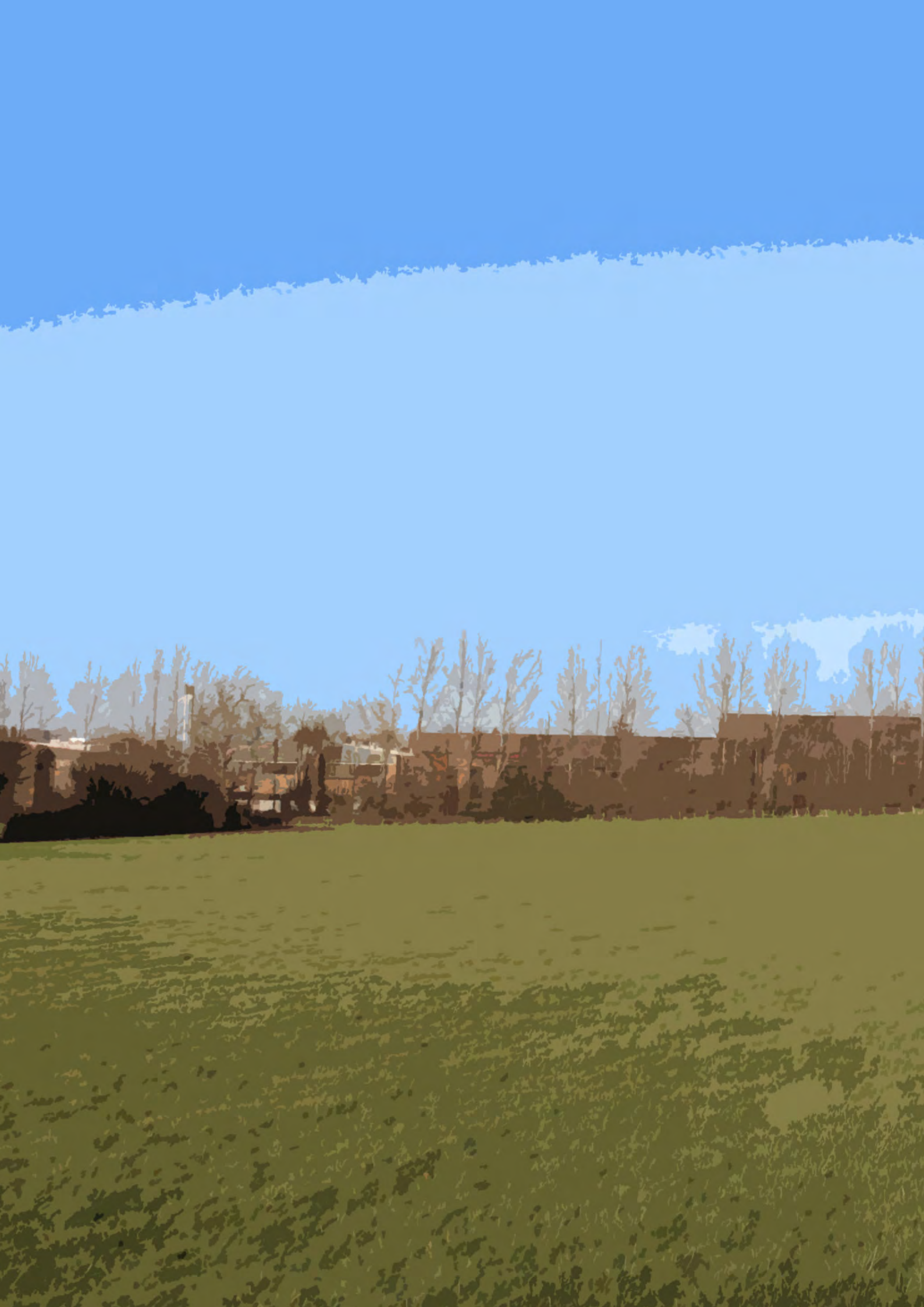
The purpose of this document is to create an aligned, holistic site approach, addressing matters such as land use, access and movement, provision of community facilities and schools, green and blue infrastructure, public transport, cycling and pedestrian links, and phasing.

The Parameters Plan Document includes an analysis of the surrounding area to inform and create the design philosophy and principles for the masterplanning of the sites as a cohesive whole. The Parameters Plan Document also establishes a number of character areas to ensure the established design philosophy and principles can be built upon by subsequently prepared Design Codes for each site so that at the detailed design stage a cohesive new neighbourhood is created, whilst allowing for varying characters and styles underpinned by the innovative interpretation of the local character and vernacular.

The West Harrogate Parameters Plan team

The West Harrogate Parameters Plan Document has been prepared by CSA Environmental on behalf of and in close collaboration with the main stakeholders of the West Harrogate area, as follows:

- Harrogate Borough Council
- North Yorkshire County Council
- Anwyl Land
- Banks Group
- Edington & Hall Families
- Gladman Developments Ltd
- Homes England
- West Yorkshire Combined Authority



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01

Introduction

1.1 Purpose of Document

The West Harrogate Parameters Plan (WHPP) is a guidance document. It provides additional information to aid the interpretation of policies within the Harrogate District Local Plan 2020.

The site allocations for Windmill Farm, Otley Road (H49) and Land east of Lady Lane (H51) require the preparation of the Parameters Plan to 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 H36 Former police training college, Site H45 Bluecoat Park, H46 Land at Otley Road, H49 Windmill Farm, H51 Land east of Lady Lane and H70 Land at Castle Hill Farm.

The Parameters Plan has been prepared collaboratively by the developers/site promoters of the three largest sites in West Harrogate (H45, H49 and H51) along with the local planning, highway and education authorities. The Parameters Plan was approved by Cabinet Member for Planning on 22 February 2022. The Parameters Plan will be a material consideration, taken into account when assessing the planning merits of a development scheme.

Targeted community stakeholder engagement has taken place to inform the preparation of this document. A series of meetings and workshop sessions were held, where the document was discussed and stakeholders were also invited to submit comments. A log of these engagement sessions and the comments received has been prepared and is available to view on the Council website alongside the WHPP document.

In Harrogate, the largest concentration of growth will be located on the south western edge of the town. Over 3 ha of employment land in total and around 2,500 new homes will be delivered across the sites listed above. These sites are strategically important in supporting the vision for planned growth set out in the Local Plan and will collectively form a new urban extension on the western edge of the town. Policies DM1, DM2

and DM3 set out detailed site requirements for the West Harrogate sites, with a requirement for whole site masterplans to be prepared for the largest two sites (H49 and H51) in accordance with the West Harrogate Parameters Plan.

The West Harrogate Parameters Plan Document supports the sustainable and co-ordinated development of the West Harrogate sites for:

- **Approximately 2,500 homes**
- **Two new primary schools**
- **Local centres**
- **Employment land**
- **Sports pitches**
- **Extensive areas of green and blue infrastructure, landscaped to incorporate public open space and enhance existing landscape features, retained and enhanced wildlife habitat, playing fields and SuDS features**
- **Associated infrastructure requirements**

In line with national design guidance, development should relate well to the local and wider context, and is required to incorporate access proposals to transport networks and key services expected to be provided outside of the adjacent site boundaries, such as secondary schools and in particular, the Otley Road Cycle Route and Harrogate Ringway. Furthermore, extensions to the existing bus services should be provided to offer sustainable transport modes between West Harrogate and nearby services/facilities, as well as Harrogate town centre.

This document will be used by Harrogate Borough Council (HBC) when determining future planning applications within the study area. Planning applications on sites within West Harrogate should be supported with analysis to show how the development proposal accords with the principles and parameters set out within this document.

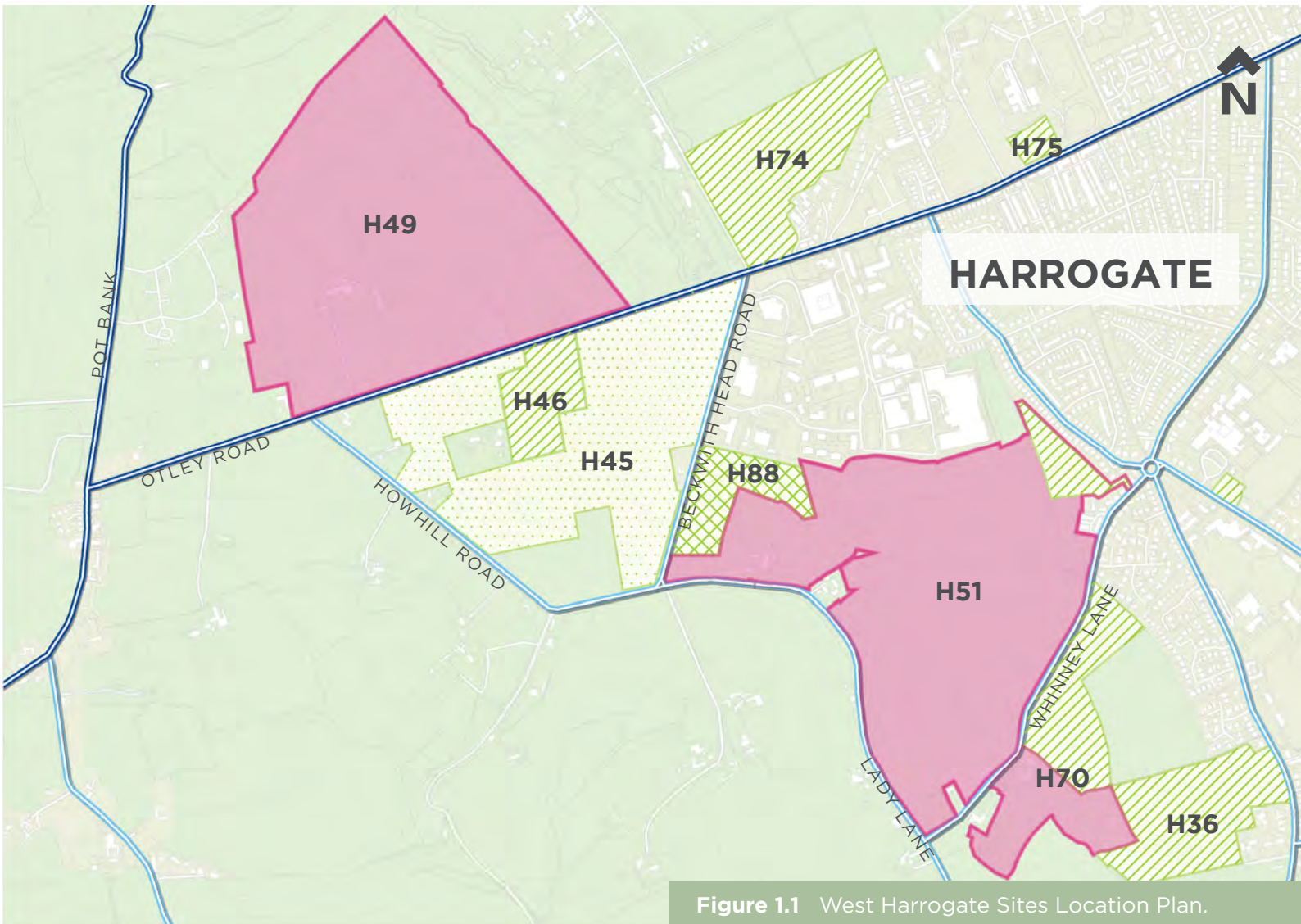






Figure 1.1 West Harrogate Sites Location Plan.

Any planning application for development proposals on committed sites should take account of the Parameters Plan irrespective of whether the application is for reserved matters approval or making changes to an extant permission. The application should demonstrate how a scheme accords with the plan unless this conflicts with the terms already established under the outline permission.

Figures 1.1 and 1.2 show how the West Harrogate sites sit within the wider strategic context.

-  Allocated Sites
-  Committed Developments
-  Committed Development - permission now lapsed*
-  Committed Development - part implemented**

**H45 within development limit - identified in Local Plan as a commitment but the permission has now lapsed.*

***H88 within the development limit that was identified in the Local Plan as a commitment. Part of the site has been implemented, Full application pending on remaining part.*

1.2 Site Location and Context

The study area extends to approximately 150 hectares and is located on the western edge of Harrogate. Figure 1.2 opposite shows the location of the West Harrogate sites. Some of the principal existing uses in the local area are shown for the purposes of context.

It is worth noting that the following sites already benefit from planning permission. The Parameters Plan document reflects the approved permissions, which are as follows:

- **H36:** Former Police Training College (Full permission granted for 161 dwellings/additional consent granted, subject to S106, for 200 dwellings)
- **H46:** Land at Otley Road (Full permission granted for 125 dwellings) - 15/01999/EIAMAJ
- **H51:** Land east of Lady Lane (Full permission granted for 40 dwellings (north eastern part of site only) - 18/02960/FULMAJ
- **H70:** Land east of Whinney Lane (Full permission granted for 130 dwellings on (northern part of the site only) - 17/05595/OUTMAJ
- **H74:** Crag Lane (Reserved matters permission granted for 119 dwellings) 14/03471/OUTMAJ/16/04107/REMAJ
- **H88:** Land at Beckwith Head (Outline permission granted for healthcare uses, office accommodation, light industrial use, storage and distribution use, nursing/care home and close care accommodation) - 17/00094/OUTMAJ
- **H45:** Bluecoat Park, had an Outline Application approved in February 2016 for 450 dwellings, which has since lapsed. Due to the planning history of H45, the site is now to be replanned and, therefore, forms part of the study area (H45, H49 and H51) which the West Harrogate Parameters Plan document focusses upon.

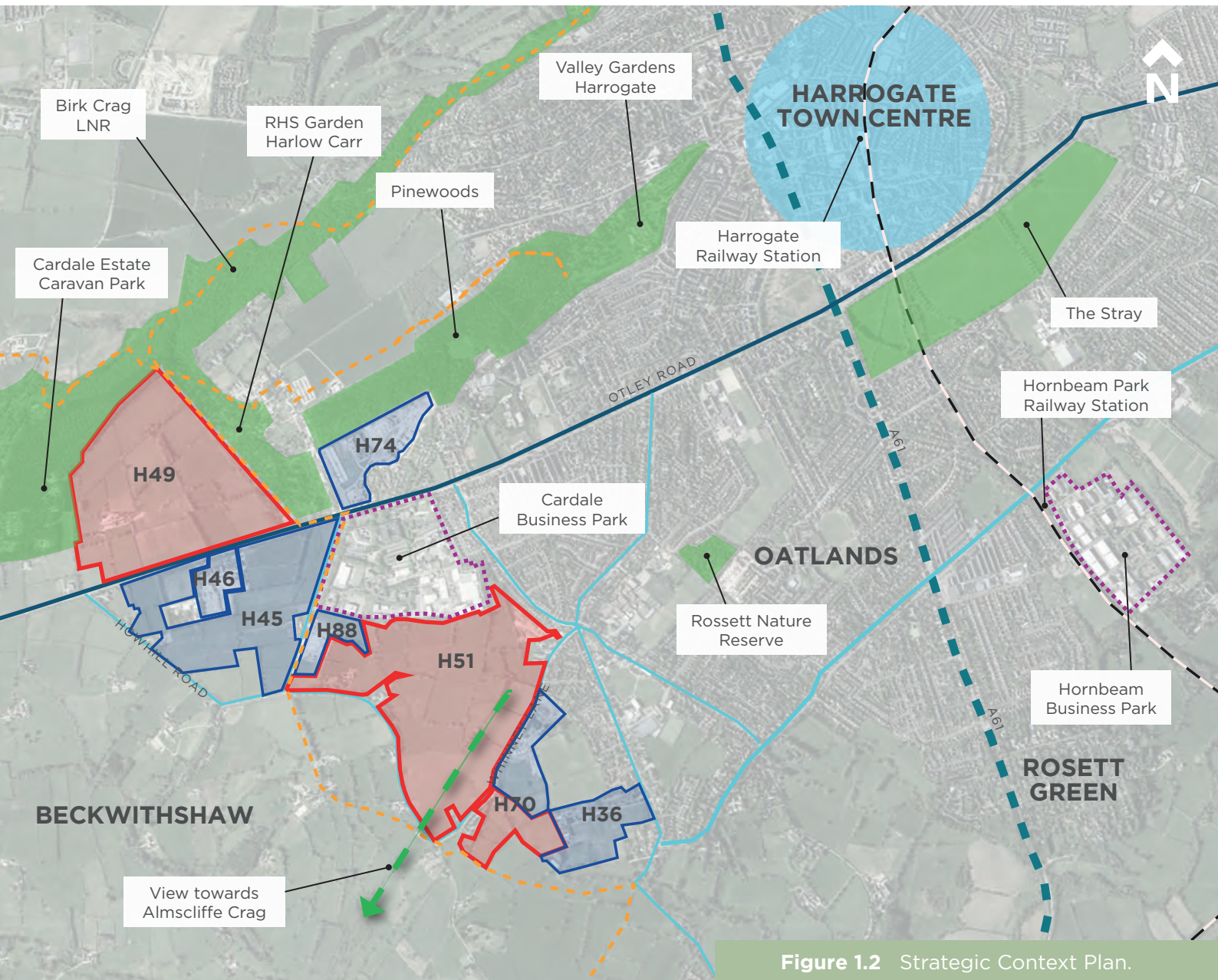










Figure 1.2 Strategic Context Plan.

- | | | | |
|---|--------------------------------------|---|--------------|
|  | Allocated Sites |  | A Roads |
|  | Committed Developments |  | B Roads |
|  | Employment |  | Local Roads |
|  | Harrogate Link and Harrogate Ringway |  | Railway Line |

02

Vision

The West Harrogate urban extension will provide well designed, distinctive neighbourhoods where people want to live, work and play. It will respond positively and creatively to each of the twelve 'considerations' in the Building for a Healthy Life design toolkit, and will protect and enhance the historic and natural landscape setting.

An accessible landscape framework will connect places and spaces and incorporate new sports and recreation provision. Co-located facilities and safe, attractive, welcoming and convenient walking/cycling routes for all ages and abilities will prioritise sustainable travel and successfully integrate new and existing communities. The development will respond sensitively and positively to the existing townscape and topography. It will stand the test of time, meeting the needs of current and future generations.

The development of the West Harrogate sites provides an exciting opportunity to deliver a wide range of private and affordable homes supported by a variety of new community facilities to create a series of well-connected, lively and vibrant new neighbourhoods. Local distinctiveness will be at the heart of the new neighbourhoods, with design inspired by positive features in the local context. High quality design whether contemporary or otherwise, will ensure the new buildings sit comfortably in their surroundings and establish a strong sense of place.

The West Harrogate Parameters Plan team have worked closely together to understand the character and context of the sites, and to set out design principles which are embedded within this Parameters Plan Document.

The Vision adjacent and images opposite are a visual and written declaration of the place that the West Harrogate Parameters Plan team collectively wish to be created in order to provide a lasting legacy that existing and new residents will be proud of for many generations to come. The Vision and Principles have been structured to follow Building for a Healthy Life (BHL). By following BHL's structure, the Vision offers a clear set of design qualities and 'testable' principles for West Harrogate, which should be addressed by pending and subsequent outline and detailed planning applications.

A critical aspect of the Vision for West Harrogate is to design for active travel and access to green space. The ability to be able to walk and cycle within the new neighbourhood and further afield to essential services and work is key in order to minimise traffic and mitigating climate change.

The following pages set out 12 key design principles to guide the development of masterplans for sites in the West of Harrogate.



AN INTEGRATED NEIGHBOURHOOD

NATURAL CONNECTIONS

The development of the West Harrogate sites will create places that are well integrated into their existing landscape setting and their wider natural and built surroundings. This will create well-connected places that are easy to move through and around, but also resilient places that are well adapted to the future impacts of climate change. The creation of well-defined multi-purpose green and blue corridors, will allow connectivity for people and wildlife, as well as securing benefits from nature (ecosystem services), such as regulating surface water run-off.

The masterplanning of the sites will look beyond the site boundaries to provide connections both visual to Almscliffe Crag and actual to existing rights of way, such as the Harrogate Ringway, create a well-connected street and path network and respond to how water flows and nature moves across the study area and the wider surroundings.

Movement to be fully integrated with green infrastructure to establish continuity, with access for all using land economically and intensively, for example, larger movement channels can serve as linear green spaces as part of the hierarchy of green space.



- **Edge to edge connectivity** – clear and direct routes will be provided across the study area, with safe linkages between them. New pedestrian and cycle crossing points will be particularly important to maximise connectivity between H45, H49 and H51.

- **Pedestrian and cyclist desire lines will be responded to**, particularly to the Harrogate Ringway, the Harrogate Link and other on-site and nearby public rights of way.

- **The rural character of existing public rights of way** will be retained where possible.

- **A connected street pattern, that responds to site context.** These will include straight or nearly straight streets to make pedestrian and cycle routes as direct as possible.

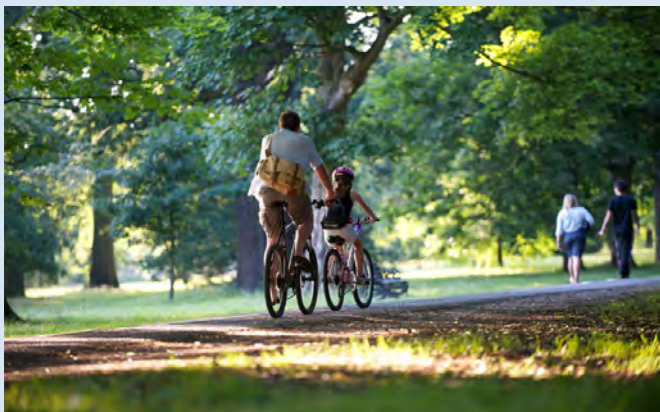
- **The principles of filtered permeability will be achieved** - a useful technique that designs out 'rat running' and creates a pleasant low traffic environment around people's homes whilst still allowing pedestrian and cycle movement.

- **Wildlife corridors will be made between existing and new habitats.** Existing trees, hedgerows, watercourses and ponds will be retained within the public realm within green and blue infrastructure corridors, safeguarding their future retention and management. The protection of the SINC on H45 and wildlife connections to it will be a key consideration.

AN INTEGRATED NEIGHBOURHOOD

WALKING, CYCLING AND PUBLIC TRANSPORT

The opportunity for short trips for local journeys on foot or bicycle will be maximised by providing safe and convenient routes, helping to reduce carbon emissions associated with transport and maximise and encourage healthier lifestyle choices. Bus routes running through the new neighbourhood will provide a sustainable transport option for those less able to walk and cycle.



- **A network of safe, convenient and direct pedestrian and cycle paths**, which follow desire lines, will be provided, including a study area-wide cycle and pedestrian route leading from H36, through H70, H51, H45 to H49.

- **Cycle (including non-standard cycle) parking** is to be located closer to the entrance of the employment and community facilities than car parking spaces.

- **Scooter and cycle parking** at the primary schools is to be provided - scooters can encourage younger children to get active on the way to school. Street furniture, tree planting and narrower road widths will be utilised to deter vehicles parking close to the school, ensuring it is a safe environment for children travelling by foot, scooter or bicycle. A 'park and stride' facility could be incorporated for those travelling to school by car.

- **New public transport** will build on the existing services and penetrate the sites and offer good and frequent services, providing connectivity to all residents and visitors alike.

- **20mph design speeds, designations and traffic calming** will create safe streets which encourage walking and cycling. Shared surfaces, street furniture and landscaping will help to provide a safe environment for children to play.

AN INTEGRATED NEIGHBOURHOOD

DELIVERING FACILITIES AND SERVICES TO CREATE VIBRANT NEIGHBOURHOODS

The new neighbourhood at West Harrogate will offer a range of employment, social, leisure and recreational opportunities a short walk or cycle from the new homes. Opportunities for co-location of facilities will be maximised and the connections between the different sites will increase accessibility to the new non-residential uses, creating more vibrant streets and public spaces by virtue of people travelling to these uses by foot or bicycle. Opportunities for enjoyment of semi-natural greenspace will be provided on the doorstep.



- **The new facilities and services are sited in the best locations** to encourage travel by sustainable modes of transport.

- **New sports pitches will become an important focal point** for organised sports and community events such as fetes. They are to be supported by a sports pavilion (including changing rooms) to create vibrant hubs of activity.

- **'Play on the way'** – informal play elements are to be located on key routes to the new primary schools to make car-free trips more fun for children.

- **Carefully located benches along key routes** to new facilities and services will help residents with mobility difficulties to walk more easily between places.

- **Local centres will provide community focal points with active frontages**, encouraging street activity and 'eyes on streets', and discouraging opportunities for crime to create safer streets.

- **The local centres will be more than just a local shop**, but will be designed to encourage a range of uses, recognising that more people now work from home and therefore generate new demands to serve their day-to-day needs (e.g. opportunity for coffee shops, hairdressers and serviced office space). Local Centres will also serve as transport hubs, which will be well connected by all modes of transport, and will provide space cycle storage, car-sharing clubs and delivery collection points.

- **New primary schools offer opportunities to provide additional community benefits** and will be located in easily accessible locations adjacent to the main roads and pedestrian and cycle routes across the sites.

- **New employment uses will form a key part of the new neighbourhood**, providing space for work opportunities located within easy walking and cycling distance of both existing and new homes.

AN INTEGRATED NEIGHBOURHOOD

HOMES FOR EVERYONE

A range of homes are to be provided at West Harrogate that meet local community needs. This will include a range of housing types, in line with Local Plan policies.



- **Homes and streets are to be designed so that it is difficult to determine the tenure of the properties.**
- **A range of good quality housing will be provided** meeting local housing needs and policies.
- **Affordable homes will be distributed** across the development as a whole.
- **The new homes will be well designed, and will be functional, accessible and sustainable,** and will meet the needs of a diverse range of users, taking into account factors such as the ageing population and cultural differences.
- **New homes should be designed to significantly reduce in-use carbon emissions** through energy reduction, energy efficiency and renewable/low carbon energy.

DISTINCTIVE PLACES

MAKING THE MOST OF WHAT IS THERE

The masterplanning of the sites in West Harrogate will be based upon a strong understanding of the individual sites and their surroundings, and should reflect and respond positively to the existing characteristics, qualities and features that contribute to the local distinctiveness of the area. The layout of the masterplans will respond to the unique opportunities the study area possesses.

- **Existing habitats are to be protected** and enhanced, and new habitats are to be created.

- **Important existing habitats** will be retained and integrated into semi-natural green-space within the development, which will be designed to be in-keeping with existing landscape character.

- **Existing assets are to be used as anchor features.** For example, mature trees can form the backdrop to an area of public open space and provide an established feel.



- **The site's relationships with the existing context, landscape and on-site features will create a series of distinctive character areas.** For example, adjacent to Otley Road the building frontages could create a strong rhythm marking the approach into Harrogate, whilst the countryside edges could be characterised by lower density forms with dwellings overlooking well-landscaped open spaces to create a sensitive transition with the countryside beyond. Tree-lined spine streets will be fronted by a higher density of development to recognisable cores to the new neighbourhoods, whilst green corridors running along existing hedgerows and tree belts will break up the built form and ensure all new homes are within easy reach of a hierarchy of overlooked and well maintained open spaces.

- **Visual connections into, out, through and beyond the sites** are to be identified and responded to, such as the retention of a view corridor to Almscliffe Crag and views along existing tree belts and hedgerows so that the existing field patterns can be reflected by the new neighbourhoods.

- **A sensitive transition between existing and new development** is to be achieved so that building heights, typologies and tenures sit comfortably next to and respond positively to the existing built environment.

- **Particular care and attention is to be paid to the relationship of the new development** with the listed buildings at Lund House and Barn in order to respect their setting. Equally, careful consideration is to be paid to how the new development relates with non-designated heritage assets located close to the site, such as at Jackland House Farm, the Squinting Cat Public House and Bluecoat Farm.

DISTINCTIVE PLACES

CREATING A MEMORABLE CHARACTER

The development of the sites will be designed to create places that are memorable, through being inspired by the local character which is both evident within Harrogate and the rural areas to the west of the town. Local character will come from an understanding of the landscape, architectural style and details, blocks and plots (urban grain), green and blue infrastructure, land uses, building form, massing and materials.



- **Elements of local built form, including the palette of materials,** will be used to connect the new development with place. This does not mean that traditional architectural styles and detailing should be simply mimicked, but rather that the opportunity exists to interpret and develop traditional styles in a more contemporary manner. The council encourages the selection of materials to include consideration for reducing embodied carbon and maximising opportunities for their future re-use.

- **Character will also be created through the social life of public spaces.** The creation of new places that maximise walking and cycling to public spaces and the new services and facilities will create the physical conditions for activity to happen and bring the new neighbourhood to life. New open spaces will reflect the distinctive existing local landscape character and its characteristic habitat.

- **Place and street names at the West Harrogate sites will have a connection to the locality.** These could relate to views out of the H51 site, such as Almscliffe Crag View, or relate to the abundance of interesting names in the locality such as Jackland House Farm, Blue Coat Farm and Bark Mill Cottage.

- **All of the sites have a gateway function.** For example, sites H45 (together with H46) and H49 mark the entrance to Harrogate when approaching the town from the west along Otley Road and site H51 marks a rural approach into the town from the south. Equally, the sites, will be approached by many people on foot from the Harrogate Ringway. Therefore, the treatment of buildings, avenue tree planting and hedgerow retention/reinforcement will be pivotal in creating well-designed gateways that create memorable access points to the development.

DISTINCTIVE PLACES

WELL-DEFINED STREETS AND SPACES

A network of safe, convenient streets and spaces leading from H36 to H49 (via H70, H51 and 45) are to be created that are well enclosed by buildings and/or planting, with the principal frontages of buildings facing the streets and public spaces to provide overlooking, natural surveillance and attractive aspects.



- **Streets and open spaces will be framed by active frontages.** Active frontages will be created by front doors, terraces, front gardens and bay windows to enliven and add interest to the street and create a more human scale.

- **Streets and spaces will be well-defined,** using built form and tree and hedge planting.

- **Dual-aspect homes** will be used on street corners with windows serving habitable rooms.

- **Perimeter blocks should be used to create the basis of well-defined and overlooked streets** and spaces with clearly defined public fronts and private backs.

- **Well thought out internal vistas** will be terminated by new key buildings and groupings, existing mature trees, new specimen tree planting, and key focal spaces. Key buildings should be marked by a range of features, including a change of building material, composition or building height.

- **Street layouts and orientation of buildings that help reduce energy use.** Designs will incorporate passive design measures that contribute to climate change mitigation by reducing the need for artificial lighting, heating and ventilation.

DISTINCTIVE PLACES

A NEIGHBOURHOOD THAT IS EASY TO NAVIGATE AND UNDERSTAND

The sites will be designed to help residents and visitors alike to find their way around the new neighbourhoods.



- **Streets will connect with one another** and be as straight and direct as possible.

- **Focal buildings, existing landmarks and the new streets will form key wayfinders to help people find their way around** the new neighbourhood. The principal streets will be designed to be different to more minor streets through the use of different spatial characteristics, building typologies, building to street relationships, landscape strategies and boundary treatments.

- **Character areas** will be identified which exhibit different responses to their setting, for example how the proposed development responds to the rural edges of the sites.

- **Signage along the non-vehicular routes** will help to direct residents and visitors to on-site destinations such as the primary schools and local centres, and nearby destinations, including the Harrogate Ringway and Cardale Business Park.

- **Views will be framed** to features on and beyond the sites.

STREETS FOR ALL

CREATING HEALTHY STREETS

The design of the West Harrogate sites will recognise that streets are places which give a priority to people walking and cycling while accommodating motor vehicles at low speeds (20mph or lower). Activity in the streets will be an essential part in creating a series of vibrant and lively new neighbourhoods. This will help to reduce carbon emissions associated with transport and mitigate climate change by creating streets that make it more attractive for people to choose to walk or cycle, particularly for short trips.



- **Streets to be designed with 20mph (or lower) design speeds on new internal road layouts**, and should deter speeding and antisocial parking by including planting and street furniture, wide pavements and shared space where appropriate, pavements and cycleways that continue across side streets.

- **Principal streets to be tree-lined** – Street trees contribute to climate change adaptation by providing shading. Trees to have sufficient space and to be large canopy species where possible, and will comprise a mix of 2/3 different species to build in resilience to disease.

- **The street network will anticipate and respond to pedestrian and cycle desire lines**, recognising the different needs of pedestrians and cyclists.

- **New planting will respond to existing landscape features and habitats** to create layers that add sensory richness to a place – visual, scent and sound.

STREETS FOR ALL

SUCCESSFULLY ACCOMMODATING CYCLE AND CAR PARKING

The proposals will provide sufficient and well-integrated car and cycle parking serving both the new homes and the supporting non-residential uses. The design of the West Harrogate sites will anticipate realistic levels of car parking in order to guard against the issues of insufficient car parking being provided whereby car parking 'overspills' onto the street to dominate streetscenes and conflict with safe pedestrian and cycle movement.



- **The west Harrogate sites will support the transition to low emission vehicles,** reducing carbon emissions associated with transport. Throughout the lifetime of their design and construction the proposals will stay up-to-date with rapidly advancing technology to provide electric vehicle charging points or infrastructure for their future provision, so there is convenient access for all.

- **A range of creative parking solutions** are to be used to respond to different character areas and the function of the dwellings and non-residential uses.

- **Secure and well-overlooked cycle parking** is to be provided in locations that are closer than the car parking spaces (or car drop off bays) to the entrances of the primary schools, local centres and other facilities.

- **Unallocated on-street car parking** will serve visitor parking requirements.

- **Garages to be large enough** to accommodate modern car widths.

- **New planting will be used to 'settle' parked cars** into the streetscenes. Where frontage car parking is used, space is to be provided to allow for new landscaping to be incorporated at approximate intervals of every four bays. The design will minimise anti-social parking on verges and pavements using layout and street furniture. No parking should abut the front wall of the house.

- **Where used, car parking courtyards are to be limited in size,** with dwellings located within the courtyards to provide natural surveillance.

- **Car sharing clubs** provided within non-residential uses to reduce car ownership.

STREETS FOR ALL

GREEN AND BLUE INFRASTRUCTURE

The west Harrogate sites will deliver a high-quality, multifunctional and connected green and blue infrastructure network that contributes to climate change adaptation and helps to improve wellbeing. The green and blue spaces will comprise a range of open space typologies providing for a wide range of uses as well as opportunities for interaction with nature. These spaces will play a key role in maximising biodiversity enhancements across all sites and increasing habitat connectivity across west Harrogate.

In addition open water features will contribute to managing surface water flows, protecting people and property from flooding.



- **Public open spaces will serve a wide variety of different purposes and functions** through the provision of a range of open space typologies, such as amenity open space, natural and semi-natural greenspace, sports pitches and allotments etc.

- **The structure of the West Harrogate sites will be defined by a connected and accessible network of green spaces**, which also interlink with the wider green spaces into Harrogate town centre, incorporating existing rights of way, new paths and connections to key destinations such as the new primary schools and adjacent routes such as the Harrogate Ringway.

- **Safe, attractive and direct routes that respond to desire lines will be provided** in order to promote walking and cycling and encourage higher levels of physical activity and social interaction, whilst also helping to reduce carbon emissions associated with transport. Where the new paths meet main roads, appropriate pedestrian and cycle crossings should be provided.

- **The connected nature of the green spaces will provide, habitat connectivity, wildlife movement and feeding corridors.** This will provide plentiful opportunities for residents and visitors alike to interact with nature on a day-to-day basis.

- **Surface water will be managed sustainably** where ground conditions allow with sufficient capacity to accommodate the more frequent higher intensity rainfall events expected as a result of climate change. The use of sustainable drainage systems (SuDS), such as permeable surfaces, will be maximised and include provision of safe and attractive surface water features, such as shallow banked swales and basins with visible open water, where possible, to attenuate flows.

STREETS FOR ALL

BACK OF PAVEMENT, FRONT OF HOME

Clear demarcations between public and private spaces will make it obvious what is public space and what is private, which is key to creating a safe and well-used public realm. Well-defined front gardens will play a particularly important role in the character of the West Harrogate sites as they will encourage residents to personalise the front of their homes, whilst offering opportunities to sensitively integrate utility boxes.



- **The new neighbourhoods will provide defensible space and strong boundary treatments** to create the basis for a safe environment that minimises opportunities for crime.

- **The use of local stone for walls in key locations to reinforce a distinctive local characteristic.** In other places, native hedgerow planting to front garden boundaries will also be used (as well as stone walls) in sensitive locations such as interfaces with the countryside.

- **Waste storage is to be discreetly and conveniently located away from front boundaries** wherever possible.

- Wherever possible and where used, **ground floor apartment will have their own front doors** and semi-private amenity spaces to help enliven the street.

- **Balconies (including Juliet balconies) to above ground floor apartments** will help to enliven the streets of West Harrogate, increasing natural surveillance and providing access to the open air.

03

Planning Policy Context

3.1 National Planning Policy

National Planning Policy Framework (NPPF)

The National Planning Policy Framework (2021) sets out clear expectations, requiring the planning process to achieve the development of healthy and safe communities through the promotion of sustainable development which achieves well designed places. The NPPF:

- **Sets out a presumption in favour of sustainable development based on economic, social and environmental objectives;**
- **Supports the government's objective of significantly boosting housing supply by requiring local authorities to calculate their housing need and identify a sufficient supply and mix of deliverable sites;**
- **Confirms the government's commitment to securing economic growth in order to create jobs and prosperity, taking into account the needs of local businesses and wider opportunities for development;**
- **Reaffirms that good design is fundamental to the planning and development process and that a key aspect of sustainable development is to create better places with high quality, beautiful and sustainable buildings;**
- **Promotes sustainable transport, highlighting the importance of ensuring that opportunities to promote walking, cycling and public transport are identified and secured.**
- **Seeks to conserve and enhance the natural environment, setting out an expectation that new development should be planned to reduce greenhouse emissions and minimise energy consumption.**
- **Seeks to conserve and enhance the historic environment, setting out the importance of heritage assets as irreplaceable resources which should be conserved in a manner appropriate to their significance.**

Paragraph 92 of the NPPF seeks to promote social interaction, encouraging the development of neighbourhood centres and street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods. Paragraph 93 states that decisions should plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments.

Paragraph 95 emphasises the importance of ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education.

Paragraph 96 highlights the need for local authorities to work positively and proactively with promoters and delivery partners to plan for required infrastructure, resolving key issues before applications are submitted.

Paragraph 98 of the NPPF highlights the importance of open space and sports provision for the health and well-being of communities. HBC are in the process of finalising an emerging Playing Pitch Strategy (PPS), which provides an assessment of the need for sports facilities. Information within the PPS has been used to inform the development of the Parameters Plan document.

In the most recent updates to the NPPF (July 2021) a much greater emphasis on the requirement to achieve good design and use design tools such as the National Design Guide and design codes to achieve this.

Paragraph 126 of the NPPF states that *“Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”*.

Paragraph 130 provides a set of design criteria which new development should seek to achieve:

- **Function well and add to the overall quality of the area over the lifetime of the development.**
- **Be visually attractive as a result of good architecture, layout and appropriate and effective landscaping.**
- **Be sympathetic to local character and history, while not preventing or discouraging innovation.**
- **Establish or maintain a strong of place to create attractive, welcoming and distinctive places to live, work and visit.**
- **Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space).**
- **Create places that are safe, inclusive and accessible and which promote health and well-being.**

Paragraph 128 states that all local planning authorities should prepare design guides or codes consistent with the principles set out in the National Design Guide and National Model Design Code, and which reflect local character and design preferences. At paragraph 129, the revised NPPF states that landowners and developers may contribute to the preparation of these codes and guides in support of a planning application for sites they wish to develop. All such 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.

Paragraph 131 relates specifically to the importance of trees, recognising the important contribution they make to the character and quality of urban Environments, and how they can also help mitigate and adapt to climate change. It goes on to state that planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments.

National Design Guidance

In October 2019, the Ministry of Housing, Communities and Local Government (MHCLG) published the National Design Guide (NDG). The NDG has been put in place to advise local authorities and their officers when assessing planning applications, councillors when making planning decisions, applicants and their design teams when preparing a planning application and local communities and their representatives.

Whilst it seeks to inform development proposals and guide the assessment of them, it also supports paragraph 130 of the NPPF which states *“planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.”*

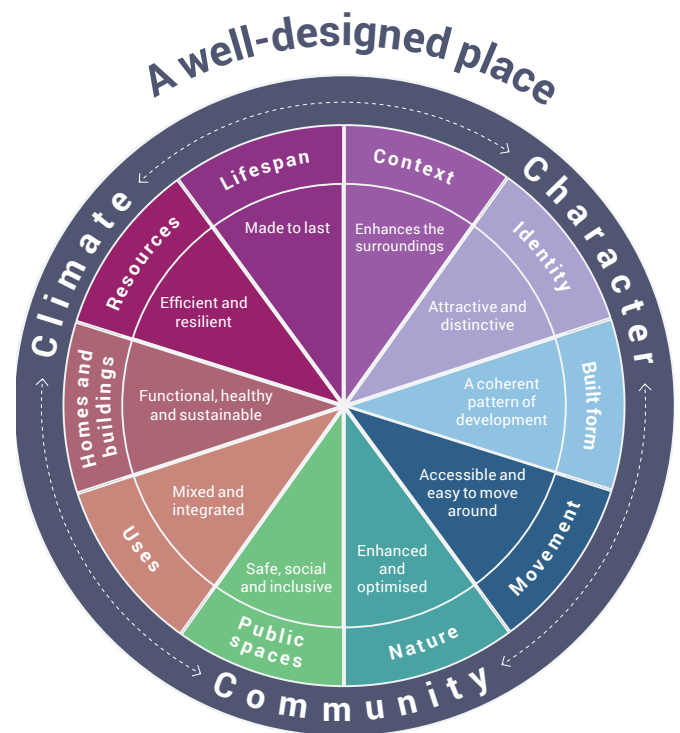
Part 2 of the NDG sets out the ten characteristics which help to nurture and sustain a sense of community. They work to positively address environmental issues affecting climate. They all contribute towards the cross-cutting themes for good design set out in the NPPF. These characteristics are explored further below.

It sets a baseline standard of quality and practice which local planning authorities are expected to take into account when developing local design codes and guides and when determining planning applications, including:

- **The layout of new development, including street pattern;**
- **How landscaping should be approached including the importance of streets being tree-lined;**
- **The factors to be considered when determining whether façades of buildings are of sufficiently high quality;**
- **The environmental performance of place and buildings ensuring they contribute to net zero targets;**
- **That developments should clearly take account of local vernacular and heritage, architecture and materials.**

National Planning Policy Guidance

The NPPG has been published alongside the NPPF to provide further guidance on matters such as ensuring good quality design in all developments, encouraging the effective use of land and confirming the role of planning in addressing the potential impacts of climate change.



The ten characteristics of well-designed places

3.2 Local Planning Policy

Harrogate District Local Plan

On 4th March 2020 the Harrogate District Local Plan (HDLP) was adopted by HBC. The new Local Plan covers the period 2014-2035, setting out the growth strategy for the district, allocating land for new homes and jobs and new infrastructure provision to ensure that development is sustainable. The Plan includes policies relating to sustainable transport, sustainable design, green and blue infrastructure, new sports facilities, open space and recreation facilities as well as schools, shops and community facilities.

In determining planning applications for development, the development plan is the starting point for decision making. Development which accords with the policies within the Local Plan (2020) will be approved unless material considerations indicate otherwise. The Local Plan sets out the Council's ambition for sustainable growth, and development on the West Harrogate sites should be in accordance with the policies of the plan.

A number of key policies form the adopted plan are referred to within this document, not all relevant policies have been listed however, so applicants must refer to the Local Plan.

Policy GS2: Growth Strategy to 2035 states that the need for new homes and jobs will be accommodated mostly within the district's main settlements, with major allocations of land being located within Harrogate, Knaresborough and Ripon. These main settlements have the best access to public transport and the widest range of jobs, services and facilities to support growth.

Policies DM1: Housing Allocations, DM2: Employment Allocations and DM3: Mixed Use Allocations, identify sites allocated for housing, employment and mixed housing and industrial/business development and associated uses.

In Harrogate, the largest concentration of growth will be located on the western edge of the town.

Policies DM1, DM2 and DM3 set out detailed site requirements for the West Harrogate sites, with a requirement for site masterplans to be prepared for the largest two sites (H49 and H51) in accordance with the West Harrogate Parameters Plan and agreed by the local authority in writing. These policies also state that:

The parameters plan will ensure the effective co-ordination of matters such as access, provision of community facilities, school provision, green and blue 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.

Over 3 hectares of employment land in total and around 2,500 new homes will be delivered across the West Harrogate sites. These sites are strategically important in supporting the Vision for planned growth set out in the Local Plan and will collectively form a new urban extension on the western edge of the town.

In preparing planning applications for the sites in West Harrogate, the following key documents should be referred to alongside national policy and guidance:

- **Harrogate District Local Plan 2014-2035**
- **NYCC Policy for Developer Contributions, July 2020**
- **Harrogate Borough Council Guidance on Developer Contributions 2016**
- **Provision of Open Space and Village Halls SPD (2021) Affordable Housing SPD 2021**
- **Green Infrastructure SPD 2014**
- **Providing Net Gain for Biodiversity SPD 2021**
- **Heritage Management Guidance SPD 2014**
- **Air Quality SPD 2021**
- **Harrogate District Local Plan : Infrastructure Delivery Plan Submission Update 2018 (and 2021 addendum – add date)**
- **Harrogate Strategic Modelling and West**

Harrogate Apportionment Note – June 2021

- **West Harrogate – Transport Assessment Requirements Note - August 2021**
- **NYCC Residential Highways Design Guide and Parking Guidance**
- **Provision of Open Space and Village Halls SPD (2021)**
- **Emerging Harrogate District Playing Pitch Strategy 2022**

It is important to note that the north eastern part of H51 benefits from full planning permission for 40no. dwellings, which is presently under construction.

Key Policy Considerations

The West Harrogate Parameters Plan

Planning applications on the sites within study area should be supported with analysis to show how the development proposals accord with the principles and parameters set out within this document.

It is recognised that planning for growth and new infrastructure is a continuous process and one subject to change over the course of the plan period. In order to be responsive, the West Harrogate Parameters Plan document will need to be capable of being updated as and when appropriate. It should be used as a tool to inform and guide future development proposals, to demonstrate a holistic approach has been taken to strategic matters across the sites and to facilitate the co-ordinated delivery of associated infrastructure.

The West Harrogate Parameters Plan document has been prepared through joint discussions held between all developers/site promoters and the local planning, highway and education authorities. The Parameters Plan was approved by Cabinet Member for Planning on 22 February 2022. The West Harrogate Parameters Plan will be a material consideration, taken into account when assessing the planning merits of a development scheme.

Climate Change

Climate change is a long-term threat, which is directly influenced by human activity taking place today. Development should include both mitigation measures to minimise greenhouse gas emissions and adaptation measures to increase resilience in line with Policy CC4.

To reduce climate change Harrogate Borough Council, like many other councils, has adopted a net-zero goal that is more ambitious than national commitments. The council's ambition is that by 2038 the Harrogate district will be a net zero-carbon economy. The council's Carbon Reduction Strategy (revised 2019) sets out further information and identifies four priority areas for carbon reduction. The delivery of the west Harrogate sites provides opportunities to deliver carbon savings in response to three of these priorities- domestic energy efficiency, sustainable transport and wider emissions from new development. To help meet the 2038 goal development of these sites should contribute towards carbon reduction in each of these areas. Work to revise the carbon reduction strategy is underway and an updated document is expected to be adopted by April 2022.

Local Plan Policy CC4 explains that the council will promote zero carbon development and encourage all development to meet the highest feasible and financially viable environmental standards during construction and occupation. The policy requires that development on the west Harrogate sites is designed to reduce in-use carbon emissions. Further detail on these requirements for housing and non-residential development are set out below in the housing and employment sections. Measures to reduce the carbon embodied within new development, for example through the use of more sustainable materials, are also encouraged.

The delivery of the west Harrogate sites should also seek to contribute towards reductions in carbon emissions associated with transport. Development should seek to reduce the need to travel though the provision of well-located local services, community facilities and employment opportunities within these sites. The design of neighbourhoods should seek to encourage sustainable travel behaviour. This will include enabling public transport routes that penetrate the development as well as creating safe, direct

and attractive routes for active travel, such as walking and cycling. Developments are also required to support the transition to electric vehicles through the provision of electric vehicle charging points. Further details of sustainable transport requirements are set out below in the transport infrastructure section.

While the extent of climate change can be mitigated a certain level of warming is now inevitable and it will be important that the consequences of future climatic conditions are considered so that new development is resilient to expected climate impacts and can contribute to wider resilience. In the UK severe weather events, such as prolonged heavy rain, gales, droughts and heatwaves are expected to become more common. The west Harrogate sites should consider these impacts and include adaptation measures where needed to improve resilience. The delivery and management of high-quality green and blue infrastructure (GBI) across the sites will be fundamental to improving climate resilience. Further information on these requirements are set out below in the green and blue infrastructure section.

Housing

Policy CC4 of the Local Plan requires all development to reduce carbon emissions in order to mitigate climate change. The council will promote zero-carbon development and encourage the all development to meet the highest standards during construction and occupation.

New housing should seek to reduce carbon emissions by each of the following: reducing energy demand, improving energy efficiency and the use of renewable and/or low carbon energy. The council expects energy reduction to include the incorporation of passive design measures that reduce the need for artificial lighting, heating, cooling and ventilation. The incorporation of renewable and low carbon energy is strongly encouraged across all of the west Harrogate sites.

Applications for housing development will need to be supported by an Energy Statement setting out the carbon savings achieved at each tier of the energy hierarchy and demonstrating the contribution being made in support of the council's 2038 net zero ambition.

In January 2021 the government confirmed plans to strengthen the building regulations regime in relation to the energy performance requirements of new dwellings. The Future Homes Standard (FHS) will require all new homes built from 2025 to emit 75-80% less carbon than 2013 (current) minimum standards. Under the standard gas boilers will effectively be banned and new homes could be termed 'zero-carbon ready' because they would operate as zero-carbon once the electricity grid is decarbonised, currently expected around 2035. The council encourages the developers of west Harrogate sites to end the use of gas as soon as possible, commit to adopting the FHS at the earliest opportunity and consider emerging regulation as homes are designed to ensure as many units as possible are built to this standard.

Employment

Cardale Park is an established and successful employment area. As highlighted above, site H51: Land East of Lady Lane includes a requirement for 3.28Ha of employment land, which will be located next to the existing employment uses at Beckwith Knowle and offers an opportunity for expansion of this successful employment area. In line with Policy EC1: Protection and Enhancement of Existing Employment Areas, the allocation of land at site H51 will secure a long term range of employment opportunities in this location. There will be a requirement to provide a road from site H51 to its boundary with the Beckwith Knowle development site. Access from Beckwith Head Road will ensure that potential conflict arising from employment users/vehicles accessing employment uses through residential areas can be avoided, and will provide better connectivity with the neighbouring existing employment area at Cardale Park, encouraging permeability across the area.

Policy CC4 of the Local Plan requires all development to reduce carbon emissions in order to mitigate climate change. The council will promote zero-carbon development and encourage the all development to meet the highest standards during construction and occupation.

New non-domestic development is required to meet, as a minimum, the BREEAM 'Excellent'

standard. This assessment includes requirements relating to in-use carbon emissions as well as water use, pollution, transport, materials, waste and ecology.

The government has recently confirmed plans to strengthen the building regulations regime in relation to the energy performance requirements of non-domestic development. The Future Buildings Standard (FBS) will require all new development built from 2025 to emit 75-80% less carbon than 2013 (current) minimum standards. This development could be termed 'zero-carbon ready' because it would operate as zero-carbon once the electricity grid is decarbonised, currently expected around 2035. The Council encourages the adoption of FBS at the earliest opportunity.

Ahead of the introduction of the FBS an interim uplift to the standards required by building regulations was legislated in late 2021. From June 2023 new development must emit around 30% less carbon than under 2013 standards. The council strongly encourages the developers of these sites to ensure all development is built to this standard.

Transport and infrastructure

Developers will be required to deliver infrastructure and services in line with policy T14. The Local Plan sets out a range of infrastructure which will commonly be required to support development and the Councils Infrastructure delivery plan (IDP) sets out further key 'on' and 'off site' requirements relating to specific development sites.

The Local Plan includes policies which set out requirements for services and facilities. In line with these, the proposals in West Harrogate should include community facilities (such as local shops, schools, meeting places, sports venues, open space, health facilities) and other local services to meet the needs of the local community.

This document sets out the key strategic infrastructure requirements for sites in West Harrogate, in line with the priorities set out within the Infrastructure Delivery Strategy (see section 8).

In line with paragraph 96 of the NPPF, the Council is seeking, through the development of the WHPP and accompanying infrastructure

delivery work, to work proactively with site promoters to plan for the delivery of required infrastructure, resolving key issues before the submission of applications.

Transport infrastructure

Successful development depends on a movement network that makes connections to destinations, within the site and beyond its boundaries to the existing communities. In line with Local Plan Policy T11, development proposals should seek to minimise the need to travel and be supported by a transport assessment and a travel plan. To aid developers in preparing transport assessments, NYCC and HBC have prepared the "West Harrogate - Transport Assessment Requirements Note - August 2021", which provides further guidance on the approach which should be taken in respect of producing transport assessments to support planning applications for the development of the sites in West Harrogate.

Proposals should encourage sustainable travel and seek to minimise traffic generation by creating accessible, safe and connected neighbourhoods. Promoters should follow national best practice advocated within Manual for Streets 1 & 2 and the newly updated Design Manual for Roads and Bridges in accordance with the Local Highway Authorities 'Movement and Place Matrix'. Additionally, highway design guidance is available within the Local Highway Authority's 'Residential Highway Design Guide' and through discussion with Highways officers regarding emerging best practice and guidance. Cycle routes should be designed to a high standard and be fully in accordance with "Local Transport Note 1/20: Cycle Infrastructure Design" (LTN1/20).

Segregation of modes should be provided on key routes through the development sites where appropriate, in line with LTN1/20, in particular cyclists should be segregated from pedestrians and vehicles where routes are proposed along main access spine roads through the development, located close to a secondary development distributor road or near the primary school and local centre.

Provision of well-designed residential streets should reduce vehicle dominance and speeds to enable walking and cycling to be prioritised.

Parking for cars and bicycles should be provided in line with policy T13 and will include the ability to provide electric vehicle charging points.

The principles for movement to, from and within the sites should be reflected in detailed movement frameworks that cover all modes including pedestrians, cyclists, public transport, cars and service vehicles. Key principles which will be expected to be included at the planning application stage are:

- **Ensure good connectivity and permeability between all of the sites and to neighbouring developments for active modes of travel. The proposed active modes of travel infrastructure should provide safe, direct, coherent, attractive and comfortable routes to the proposed community services and facilities, residential and employment areas, including links to surrounding sites. Pedestrian and cycle routes should be located so as to maximise connectivity with existing and proposed active mode infrastructure both within and external to the sites, in particular those identified in the Harrogate Cycling and Walking Infrastructure Plans.**
- **Retain, upgrade and ensure good connectivity to existing public rights of way through the sites to encourage use and protect the recreational and amenity value of those routes;**
- **In conjunction with bus operators, design routes through H45, H49 and H51 such that they could accommodate a commercial bus service. The route of the spine road should include a route through site H51 such that the bus would reach Otley Road near site H49 to maximise the effectiveness of the service. An indicative routing plan is illustrated below.**
- **Attractive walking routes to new bus stops located on sites H45, H49 and H51. New dwellings and bus stops should be located such that the majority of residents are within a 400m walk of a bus stop to maximise connectivity to public transport services.**
- **A clear hierarchy of connected streets should be provided with well-considered parking, services and utilities infrastructure.**
- **Vehicle, pedestrian and cycle access to H51 should be off Lady Lane, Whinney Lane and Beckwith Head Road. It should be noted that significant pedestrian improvements may be required on Lady Lane and Whinney Lane. Connectivity between H51 and H88 should also be provided, in particular, for active modes of travel to improve permeability of the sites but also a highway link to connect the employment elements of both sites. Active modes of travel access between H51 and the existing employment site, to the north, should also be provided to facilitate potential linkages into Cardale Park, west of Covance. This is an important link, and whilst it is acknowledged that third party co-operation would be required in order to continue the route beyond the boundaries of site H51, the Council wish to see this link incorporated in proposals.**
- **Access to H49 should be off Otley Road, using more than one point of access.**
- **Promoters have worked with NYCC to prepare route corridor plans for Otley Road, Beckwith Head Road and Whinney Lane – these include proposed access points and indicate linkages of movement for all transport modes along and across the corridors.**

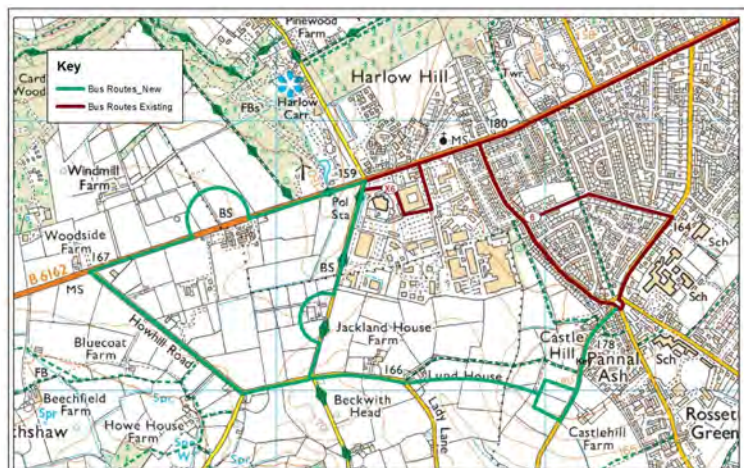


Figure 3.1 Indicative bus route plan.

Other infrastructure

As highlighted above, in line with policy TI4 of the Local Plan the proposals in West Harrogate should include community facilities such as schools, local shops, meeting places, sports venues, open space, health facilities and other local services to meet the needs of the local community. Policy DM1, supported by the IDP also sets out these requirements, including the need for new educational facilities in West Harrogate.

New facilities should meet the needs of the new community and be accessible to the community they will serve. Facilities should be located where they are accessible by public transport and within walking distance of their anticipated users. As highlighted above, paragraph 92 of the NPPF seeks to promote social interaction, encouraging the development of neighbourhood centres and street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods. It states that development should enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

In West Harrogate it is anticipated that new local centres, appropriate in scale/size to cater for the needs of the new development will be provided. Local centres should be capable of supporting a range of potential uses and opportunities should be explored for the co-location of these facilities with other services such as education facilities and areas of public open space to aid the creation of successful neighbourhood areas. Proposals for new services and facilities will be assessed against policies TI4, EC5 and HP9.

All proposals will be required to demonstrate broadband connectivity in line with policy TI5 Telecommunications.

High quality design

The West Harrogate sites make up a significant urban extension to Harrogate town. It is essential that this new neighbourhood embodies quality place-making principles, makes the most of the surrounding landscape and reflects the town's character.

The Parameters Plan provides a series of plans and drawings that set out the shape of the ambition across the West Harrogate sites, providing a clear vision and ensuring that aspirations and constraints are understood early on. The plans address matters such as land use, access and movement, provision of community facilities and schools, green and blue infrastructure, public transport, cycling and pedestrian links, and phasing.

As set out in the Local Plan, developers will use the Parameters Plan to help inform the development of detailed site masterplans prior to the preparation of planning applications. The Parameters Plan will ensure that the individual masterplans align to form a cohesive overall development when completed.

Masterplans for the sites should be drawn up reflecting the ten characteristics set out in the National Design Guide and the ten principles from the Building for Life Framework. It is also important that highway design follows the requirements of Manual for Streets, so that appropriate consideration should be given to the 'place' function of streets within the scheme and their use by pedestrians and cyclists.

In line with NPPG and the National Design Guide the council will expect design codes to be used to provide specific, detailed parameters for the physical development of the area as well build upon the masterplan design vision for individual sites and/or development phase. They are a particularly useful tool for ensuring that there is a consistent approach and that the expected high quality standards of design are achieved.

Design Considerations

Development should incorporate high quality building, urban and landscape design that protects, enhances or reinforces those characteristics, qualities and features that contribute to the local distinctiveness of the district's rural and urban environments in line with policy HP3 Local Distinctiveness. New development should respect the spatial qualities of the area and respond to context. Design should be inspired by local context or best of contemporary practice.

Policy CC4 explains that the council promotes zero-carbon development and encourages all developments to meet the highest feasible and financially viable environmental standards during construction and occupation. As part of this the council recommends consideration of embodied carbon and whole lifecycle carbon emissions, and encourages actions, such as choice of materials, to reduce embodied carbon and maximise opportunities for future re-use of materials.

The council will seek to achieve a consistency of design quality across the masterplan area in all areas of design (for example, dwelling design, boundary treatments, tree planting, design of public open space and the upgrading of public rights of way).

Contemporary design for dwelling types is encouraged where it is locally distinctive (by ensuring the use of local materials and respect for other elements such as building scale and massing). The development will be required to be sensitive to and integrate with existing topography, views, landscape features. Landscaping will provide a high quality transition from the rural context.

There are several areas of the site that are considered to be sensitive. Reasons for sensitivity include:

- **a close relationship to heritage assets**
- **edge of site locations where it is essential to integrate the new urban edge with the surrounding countryside**
- **existing features and built form**
- **the desirability of creating a high quality approach to Harrogate along Otley Road**

In these areas particular attention needs to be paid to appropriate density, building height, scale and massing, materials that is reflective of the characteristics of the area and surrounding context, and landscaping. Requirements of new development in the sensitive locations will include, but not be limited to:

- **Ensuring that locally distinctive design reflects the characteristics of these areas, taking into account the variation of character across the masterplan area.**
- **Paying particular attention to the local vernacular as demonstrated by the traditional buildings present within and in the context of the site area.**
- **Provision of low density development.**
- **Provision of an appropriate set back from on the edges of the sites to allow for a landscape buffer.**
- **Avoidance of uniform building lines facing onto the edges of sensitive areas, in order to break up massing of new built edges.**
- **Ensuring that the entrance into the site from Lady Lane will be a spacious green zone with tree planting considered, with avoidance of a uniform building line facing onto the green space in order to break up massing of the built edge facing onto it.**
- **Existing stone boundary walls and hedgerows to be retained and enhanced where desirable.**

There are a number of designated and non-designated Heritage Assets located across the West Harrogate Parameters Plan sites and surrounding area and as such, in accordance Policy HP2: Heritage Assets, development proposals should protect or enhance those features which contribute to the special architectural or historic interest of those assets.

Site requirements for the allocations provide more detailed guidance in relation to specific assets and further guidance relating to the conservation of heritage assets and the wider historic environment can be found in the Heritage Management Guidance Supplementary Planning document (2014)*.

Policies relating to protecting residential amenity (HP4) and development which impacts upon a Public right of way (HP5) should also be referred to.

**Chapter 7: Designing New Development provides guidance on successfully designing inclusive, accessible and safe places.*

Health and Wellbeing

A key element of sustainable development is the creation of strong, vibrant and healthy communities. Development proposals will be required to promote, support and enhance health and wellbeing in line with national planning policy. This includes the creation of a high quality, attractive and safe public realm to encourage social interaction and prioritise movement by foot and cycle, ensuring high levels of residential amenity, providing opportunities for formal and informal physical activity, recreation and play, improving the quality and quantity of green infrastructure and by protecting and enhancing public rights of way.

The IDP sets out a requirement for a new Community Hub for community teams and GP services, to be located within West Harrogate. It is anticipated that this hub will be located within the local centre on one of the three strategic sites in this area. Conversations with the CCG to determine the facility required are ongoing and have informed the table within section 4 of this document.

Green and Blue Infrastructure

Development should be resilient to the impacts of climate change. The provision of high-quality green and blue infrastructure (GBI) will be a key tool to ensure that the west Harrogate sites are climate resilient and contribute to the wider resilience.

A coherent strategy for Green and Blue Infrastructure (GBI) informed by the topography, the hydrology and existing habitats across sites in West Harrogate should be produced. Detailed master planning work and the location of development parcels should accord with this strategy.

Policy NE5 sets out the requirement for development proposals to protect and enhance GBI, with a requirement for proposals to capitalise on opportunities to enhance links between green infrastructure features. This is important in West Harrogate, where new natural and semi natural urban greenspaces, amenity greenspaces, outdoor sports facilities, new allotments and gardens should be connected and link to existing GBI, neighbouring countryside and green spaces such Birk Crag Local Nature Reserve and RHS Harlow Carr.

The creation of broad multifunctional green and blue infrastructure corridors along on-site watercourses should include wetland habitat creation for wildlife and water-retention as well as recreational routes and landscaping. These should include the planting of new native tree, shrub and wildflower species. The GBI layer of the site masterplan should be prepared giving consideration to other requirements such as the need for visual screening, which will need to be reviewed in association with building design and layout out the detailed master planning stage.

Policy NE3 supports proposals that provide measurable net gains for biodiversity (using the latest DEFRA Metric) and which protect and

enhance features of ecological and geological interest. The Parameters plan seeks to provide a sufficient quantity of good quality semi-natural greenspace so “no net loss of biodiversity” can be achieved, although the detailed biodiversity audit calculation will be undertaken individually for each planning application at the site level, in accordance with the Council’s “Providing Net Gain for Biodiversity SPD”. The Parameters Plan identifies local ecological sites and habitats which should be protected and, where practicable, enhanced. These include Blue Coats Field SINC, Birk Crag and Cardale Woodland SINC, existing habitats including meadows, ponds, streams, hedgerows, veteran trees and woodlands; and priority and protected species including ground-nesting birds, amphibians, bats and terrestrial mammals. Stepping stone habitats and wildlife corridors are also identified on the Green Infrastructure Plan. These should be enhanced in a co-ordinated manner to avoid habitat fragmentation within the surrounding environment. Detailed site analysis through ecological surveys, and mapping of existing features, such as hedgerows, significant trees and existing blue infrastructure, will allow early consideration of opportunities to achieve these gains.

In line with Policy CC1 applications should be supported by a site-specific Flood Risk Assessments (FRAs) demonstrating that development will not be at risk of flooding and not increase flood risk elsewhere. Increased frequency of higher intensity rainfall events is expected to be one of the main consequences of climate change. In order to help ensure resilience to climate impacts FRAs must include climate change allowances in-line with up-to-date national guidance.

Drainage proposals need to prioritise sustainable drainage systems (SuDS) and ensure that surface water run-off rates are not increased. Areas of pre-development surface water risk should be incorporated into an enhanced GBI network.

Where feasible, development proposals should incorporate re-opening of culverts, modification of canalised water courses and consideration of mitigation measures to achieve a more natural and maintainable state. Early site context

analysis, including mapping of existing green and blue infrastructure will ensure that opportunities for these principles to be incorporated into site masterplans effectively.

The Councils Green Infrastructure SPD (2014) sets out the importance of protecting and enhancing networks of green infrastructure and highlights opportunities to improve existing and create new green infrastructure. The document provides case studies to help demonstrate how the Council expects applicants to consider green infrastructure within the design process. Included is a case study example for the H45/46 sites, setting out opportunities for green infrastructure within that site but also showing linkages into the neighbouring sites H49 and H51.

‘Building with Nature’ promotes a new benchmark for the design and maintenance of green infrastructure in housing development and can be used to complement Local Plan policies. The council encourages developers to use the ‘Building with Nature’ standards to inform development and optimize the planning and delivery of GBI. Further information on Building with Nature is available at www.buildingswithnature.org.uk.

In addition, Natural England and partners have developed the Environmental Benefits from Nature Tool. This tool expands the net gain approach to include wider Natural Capital benefits such as flood protection, recreation and improved water and air quality. The council recommends this tool is used to assess and compare potential biodiversity enhancements to identify those that deliver the optimum wider environmental benefits. Further information is available at <http://publications.naturalengland.org.uk/>.

Landscape Character

The sites on the western edge of Harrogate are locally valued landscapes and are designated as Special Landscape Areas under policy NE4 of the Local Plan. Policy NE4 sets out how development proposals can protect, enhance and restore the landscape character of the district and ensure that proposals are designed to integrate the urban edge with countryside and enhance the appearance of the urban fringe.

Sites H51, H49 and H45 have rolling topography, with the highest areas of site H51 in particular being visible from a number of viewpoints outside of the town. The landscape is attractive with distant panoramic views to the south extending to the west and north particularly from higher vantage points within H51 Development of a school on the highest parts of this site will require careful consideration to provide a distinctive design which is well integrated with existing topography, new and existing planting and positioned to take into account the impacts on views in order to mitigate impacts on the local landscape.

Open space and community facilities

The creation of a large scale urban extension presents an opportunity to provide well located and well-designed open spaces and facilities for formal sport, informal sport and recreational activities of residents in line with Policy HP7: New Sports, Open Space and Recreation Development

An updated Open Space SPD was adopted in June 2021 to include new open space quantity standards and reflect the preference from Sport England to use a New Development Calculator to identify playing pitch and ancillary facilities for new development. Requirements for the sites in West Harrogate will be based on the revised open space standards.

Along with these requirements there would also be a maintenance charge (lifecycle cost per annum) for the pitches (on-site and off-site).

The development of the sites at the West of Harrogate creates an excellent opportunity to develop a high quality, sustainable sports hub including pitches and changing facilities to cater for the needs of the new population. This should be planned using creative and exemplar design to create exciting, modern facilities that can be enjoyed by all ages and levels of ability. Through the innovative design and layout of this area, these sports facilities, provided along with green infrastructure networks, open space, education provision, neighbourhood centres have the opportunity to encourage and promote sport and physical activity and have an important social role and support a step change towards healthier and more active lifestyles.

Co-locating a mix of sport and recreation activities together also provide the opportunity for a number of activity choices to be made at the same location. This can also create sporting hubs, and an opportunity for facilities to share

management, creating key sports locations. When this approach is taken, the risk of any potential conflicts between activities/other land uses can be avoided or appropriately managed.

Sport England and Public Health England have examined how everyone can be active in an environment that suits them and have produced 'Active Design' (2015), an innovative set of design guidelines to get more people moving through suitable design and layout and create the right environment to help people get more active, more often. Proposals for sites within West Harrogate should be prepared giving consideration to this guidance.

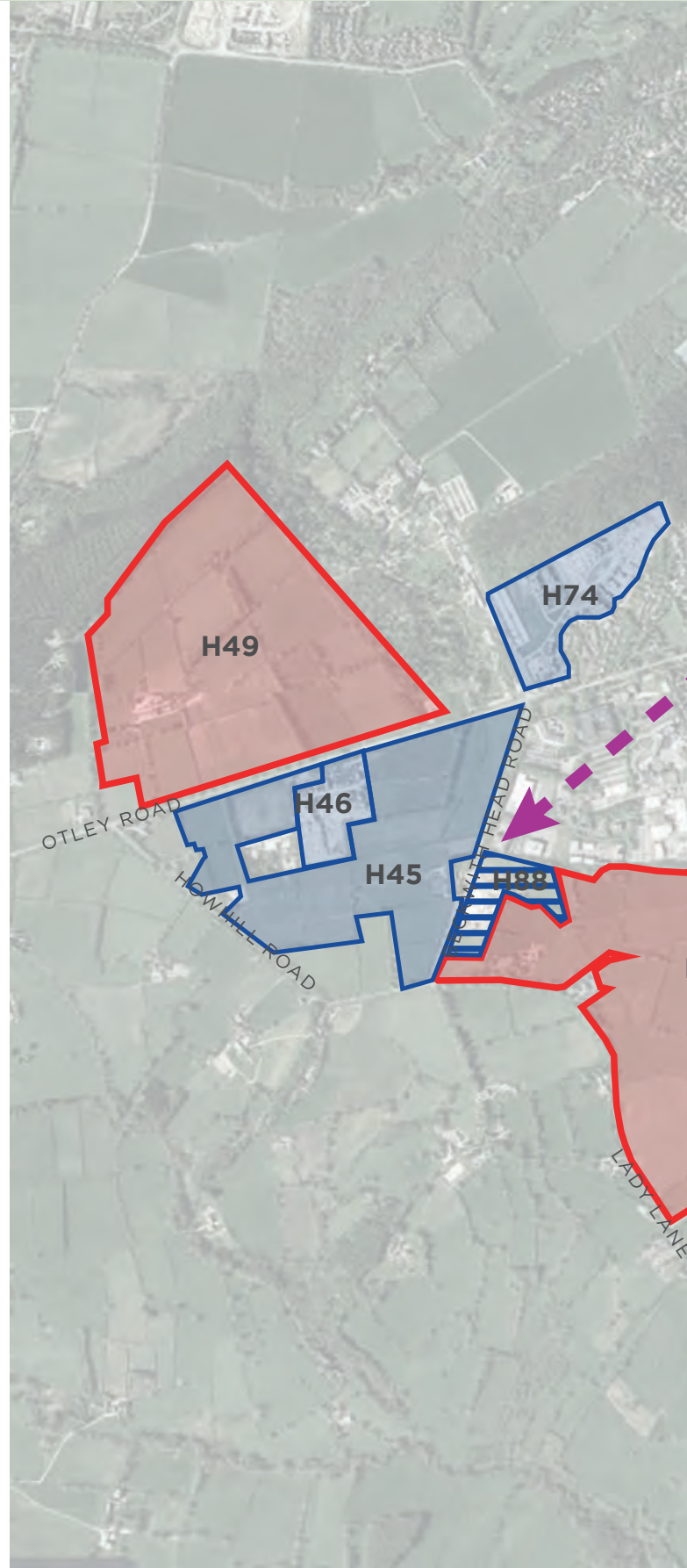
The council will also require a financial contribution towards the maintenance of facilities/spaces.

04

Site Context & Analysis

4.1 Location

The west Harrogate sites are located on the western edge of Harrogate, approximately 1.75 miles (2.8km) from the town centre. Otley Road (B6162) separates sites H45 and H49, H45 being located to the south of Otley Road and H49 being located to the north. H51 is located to the east of H45, with the two sites being separated by Beckwith Head Road and allocation H88.



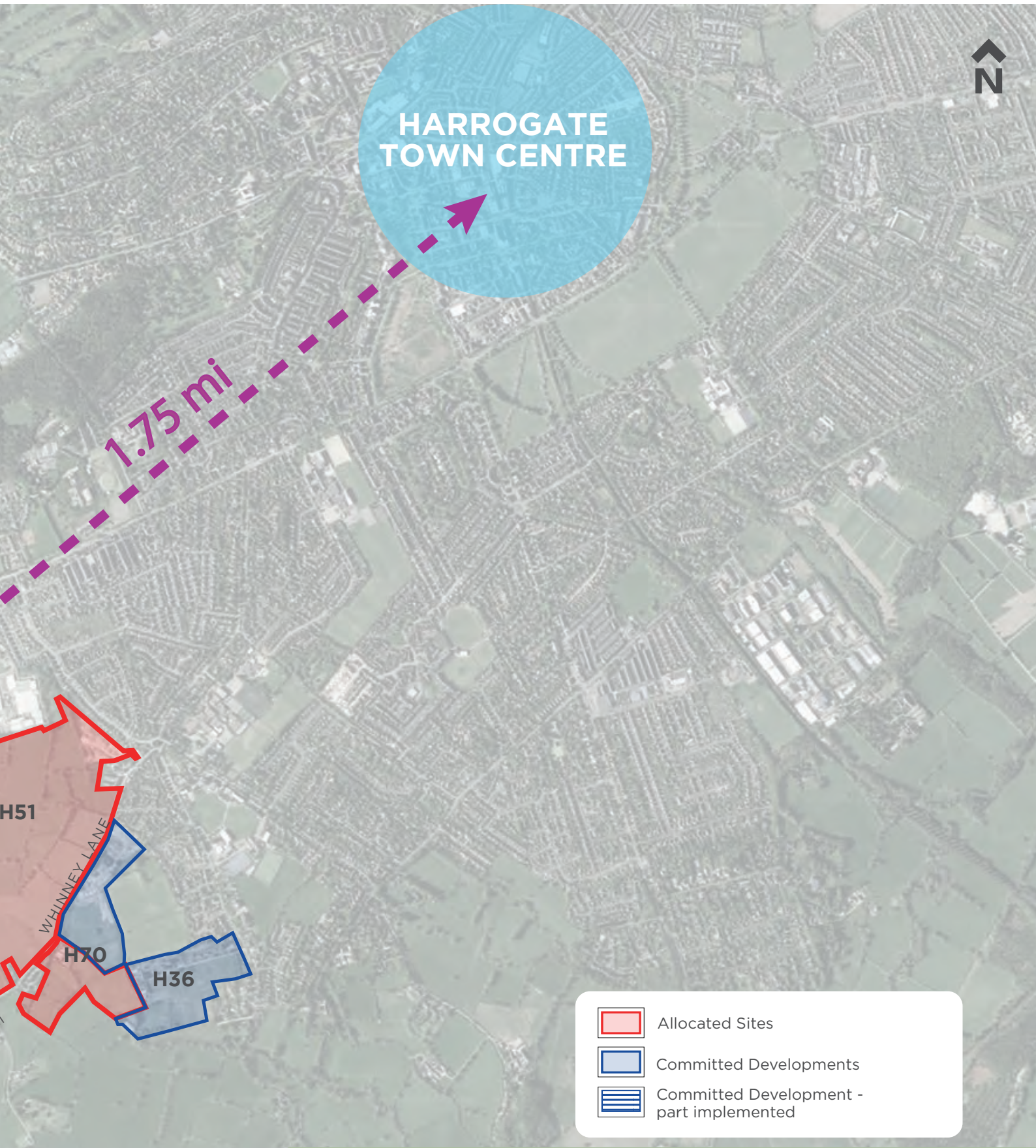


Figure 4.1 Location of Study Area in relation to Harrogate Town Centre.

4.2 Site Boundaries and Land Ownership

The spatial extent of the West of Harrogate Parameters Plan covers the following sites:

- H36: Former Police Training Centre, Yew Tree Lane
- H45: Bluecoat Park
- H46: Land at Otley Road
- H49: Windmill Farm, Otley Road
- H51: Land east of Lady Lane
- H70: Lane east of Whinney Lane
- H74: Crag Lane

The development of concept masterplans looks across this whole area, however the key focus is upon accommodating infrastructure across the three largest sites, which do not yet have planning consent.

The boundaries, for the most part, follow existing fields boundaries, areas of woodland and existing roads.

The ownership is as follows:

Site Reference	Developer/Promoter
H45	Homes England
H49	Anwyl Land
	Promoter / developer not yet in place
H51	Gladman Developments Ltd
	Banks Group
	North Yorkshire County Council



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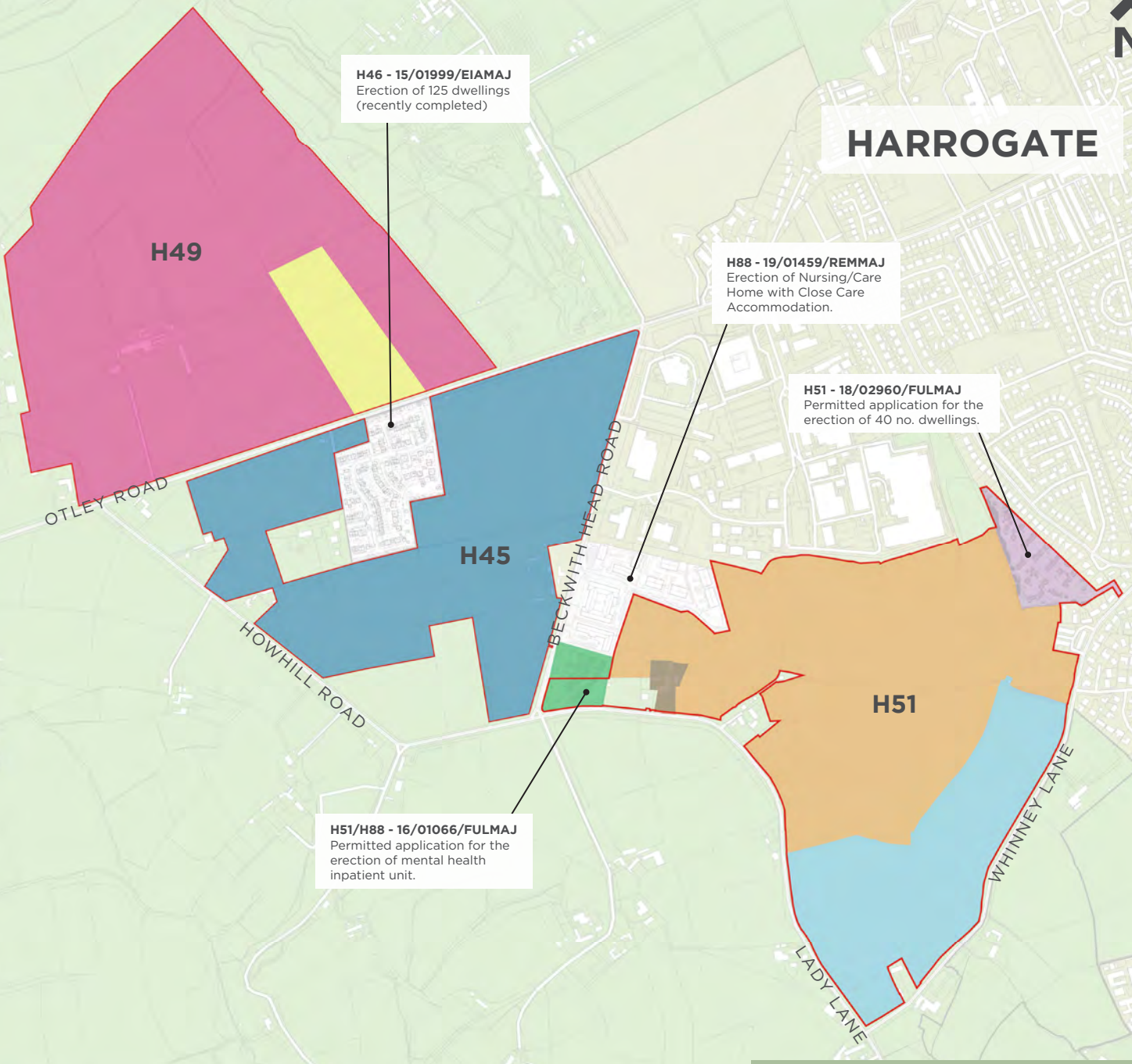


Figure 4.2 Site promoters.

Allocated Sites

H45
 Homes England

H49
 Anwyl Land

Edington and Hall Families

H51

Tees Esk Wear Valleys NHS Trust

Gladman Developments Ltd

Banks Group

Mulgrave Developments Ltd

Jackland House Farm - Private Ownership

4.3 Surrounding Land Uses

The study area is located on the western edge of Harrogate. Cardale Business Park sits immediately to the east of H45 and to the north of H51. Part of the committed development on H88 is now either under construction or completed. The committed residential development on allocated site H46 indents the central northern section of H45 and is nearing completion.

RHS Garden Harlow Carr and Pinewoods lie immediately to the north east of H49 and form part of a key green link into Harrogate town centre. To the east, the locality is dominated by existing residential development, including the committed residential development at H74. The residential areas can be seen to be interspersed with a wide range of services and facilities.

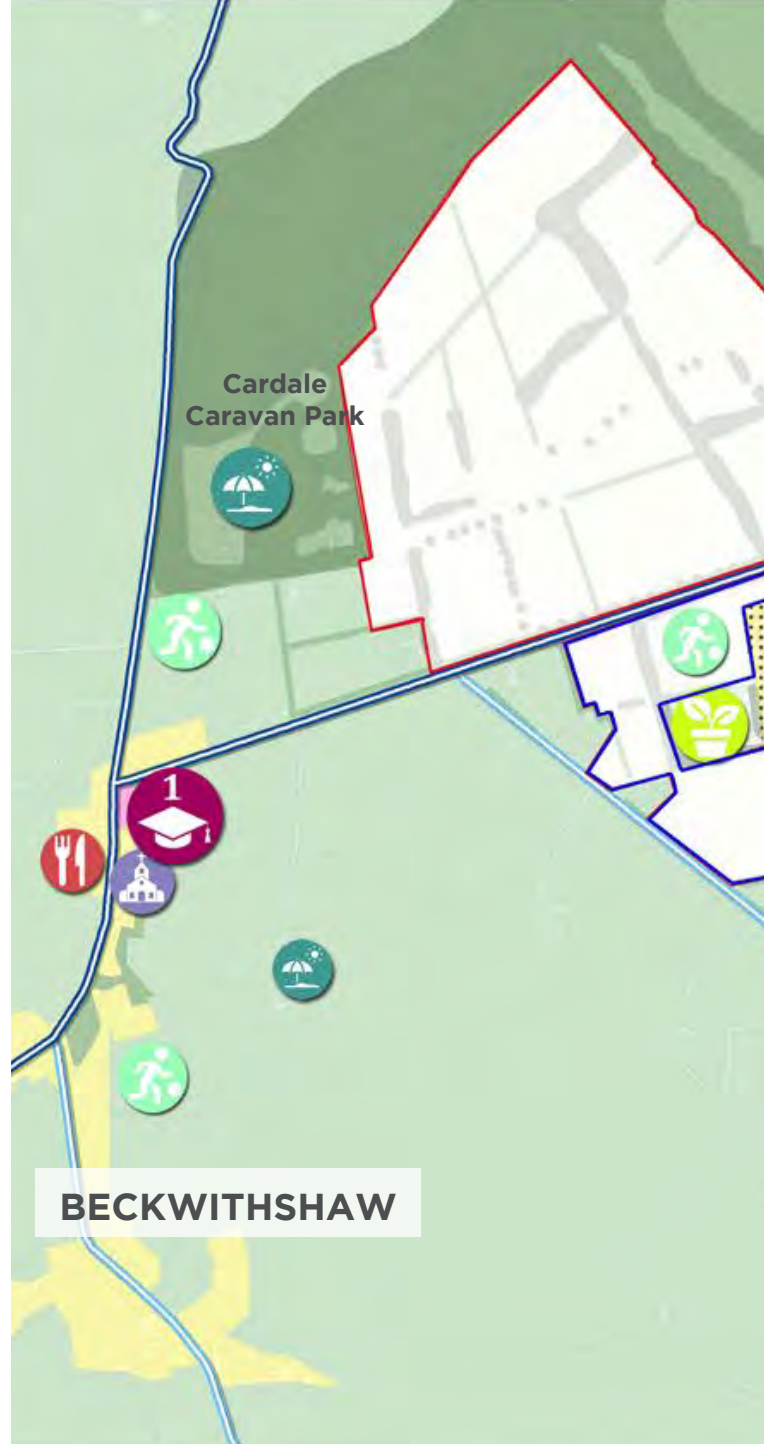
The study area is bound by open countryside to the south and west. The caravan park of Cardale Estate bounds H49 to the west, with Cardale Wood enclosing H49 to the north.

The north eastern part of H51 has detailed planning consent for 40 dwellings.

Amenities

There are a range of amenities within the locality of the study area. These include:

- Cardale Business Park, which is located to the east of H45 and to the north of H51, providing a range of employment opportunities.
- A newly built care home on site H88, located between sites H45 and H51.
- The Pine Marten public house is located on Otley Road to the east of H49 and to the north east of H45. The Squinting Cat public house is located on Whinney Lane adjacent to the southernmost part of H51.
- RHS Garden Harlow Carr adjacent to H49 and includes Bettys Harlow Carr (part of Bettys Tea Room).
- Pinewoods is located north east of H49, offering a range of informal recreational opportunities.
- There are a number of existing schools located to the east of the study area.
- Ashville Sports Centre is located to the east of H51. It is a private facility run by Ashville College, but it is available for public use either via membership or on a 'pay as you go basis'.

































Land Use			
	Allocated Sites		Residential
	Committed Development		Education
	B Roads		Employment and Healthcare
	Local Roads		Employment
	Bus Stops		Open Space and Leisure
			Parks and Resource Conservation
			Countryside
			Sites under construction/completed



Figure 4.3 Land Use and Facility Plan.

Facilities

- | | | |
|--|--|--|
|  Retail |  Caravan Park/Holiday Accommodation |  Religious Facilities |
|  Pubs/Eating establishments |  Allotments |  Harrogate Police Station |
|  Garden Centre |  Community Facilities |  Healthcare Facilities |
|  Public Open Space/Park/Play Space |  State Primary School | |
|  Private Open Space/Park/Play Space |  State Secondary School (y7 - y13) | |
|  Public sporting Facilities |  Private Primary & Secondary School (Reception - Y13) | |
|  Private sporting Facilities |  Nursery | |

4.4 Topography

The topography of the study area is varied. The highest point within the study area is located within the north eastern part of H51 at approximately 180m Above Ordnance Datum (AOD). From this high point, the topography of H51 falls southwards to a low point of approximately 150m AOD in the south eastern corner. From the highest points in H51, views of the wider countryside to the south west can be gained, including to Almscliffe Crag.

The highest point of H45 is located within the south western corner, where it falls gently to the north to a low point of approximately 150m AOD within the north eastern corner. This fall in land is slightly more pronounced within the north eastern corner of H45. This gentle fall continues northwards within H49 to a low point of approximately 130m AOD within its northernmost corner. The fall in the land is slightly more pronounced towards the northernmost parts of H49.

To the north of H49, the land continues to fall to form the southern side of a pronounced north east to south east valley within which runs Oak Beck. To the south and west of the study area the land falls gradually and forms the northern side of a valley with a low point in the vicinity of the stream of 120m AOD. The land then rises on the opposite valley side up to North Rigton (due south of the H51) which sits at around 160m AOD, and up to Rigton High Moor which sits at around 220m AOD (to the south west of the study area).



View from Lady Lane looking east across H51 towards the new housing at H70.



View looking north across H45 towards the new homes at H74.



View looking south west across H49 (Cardale Wood to right hand side).

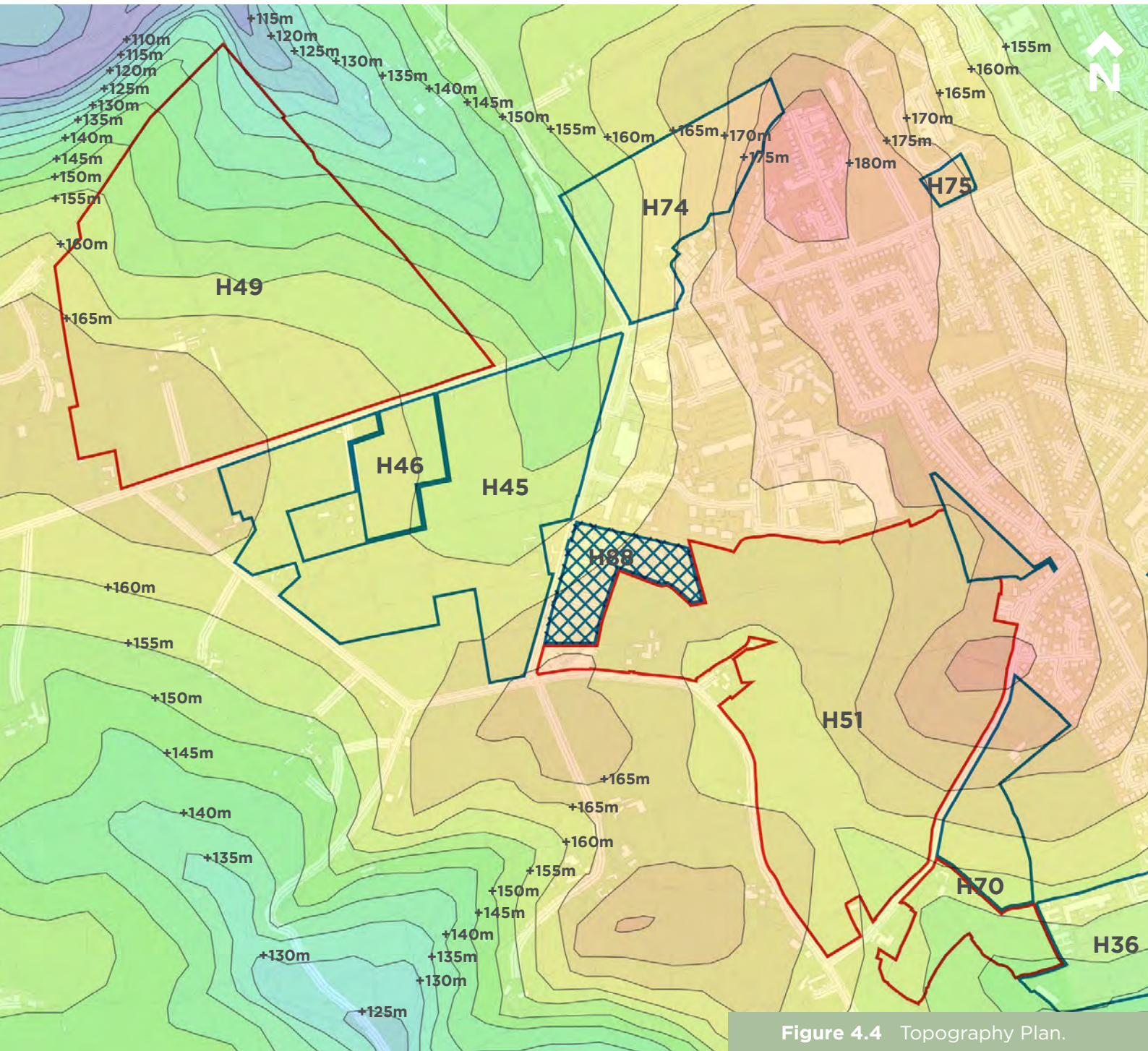





Figure 4.4 Topography Plan.

-  Allocated Sites
-  Committed Developments
-  Committed Development - part implemented

4.5 Landscape Setting

The wider landscape context is described by the Pennine Dales Fringe National Character Area, whereby river valleys such as the Wharf and the Crimple run north west to south east, dissect the eastern fringes of the gritstone uplands of the Nidderdale AONB and Haverah Park, which are visible to the west. The entire study area falls within the Crimple Valley Special Landscape Area. Policy NE4 Landscape Character of the Local Plan seeks to protect Special Landscape Areas. The policy sets out that, within these areas, new development which would have an adverse impact on the character of the landscape or landscape setting of Harrogate will not be permitted. As allocated sites, development proposals within the Special Landscape Area are not precluded, but are required to:

- Avoid significant loss of key characteristics that contribute to the quality of the Special Landscape Area and the setting of Harrogate and other towns; and
- Ensure that development proposals are linked to the existing settlement and are designed to enhance the appearance of the urban edge and its integration with the countryside.

The study area falls within two local landscape character areas. H45 and H49 are situated within the Harlow Hill Character Area (Landscape Character Area 59) and H51 falls within the Upper Crimple Character Area (Landscape Character Area 60). The relationship of the study area with the two local landscape character areas can be seen on Figure 4.5 overleaf. The key characteristics of the two landscape character areas are as follows:

Landscape Character Area 59: Harlow Hill

- Rolling, undulating landform rising between 80m and 180m AOD towards Harrogate's urban edge.
- Oak Beck passes through the north corner of the area, close to H51, and there are several small becks.
- Recreational use including Oakdale Golf Club, the Pinewoods, Harlow Carr Botanic Gardens and Cardale Caravan Park.
- Regular pattern of small to medium sized pastoral fields, examples of parliamentary enclosure.
- Field boundaries are hedges, some overgrown and some with fences.
- Individual trees are typical on field boundaries.
- There are several woodlands associated with the urban edge, Oak Beck and Moor Park and at Birk Crag on Oak Beck there is a designated Local Nature Reserve.
- Tree cover is a mix of native and non-native species as a result of the golf course, the Pinewoods, and Harlow Carr Botanic Gardens.

Emerging and existing landscape assessment work finds that the overall character of H45 and H49 are generally typical of the Harlow Hill local landscape character area, comprising a series of pastoral fields, with well vegetated field boundaries. Both sites are pleasant in character, but are influenced, to varying degrees by Cardale Business Park and the recent development of H46.

View south east across H49.



View west across H49.



Former cricket pitch on H45.



View northwards from public footpath on H51 towards new housing on the site.



View from Whinney Lane looking north across H51.



Landscape Character Area 60: Upper Crimble Valley

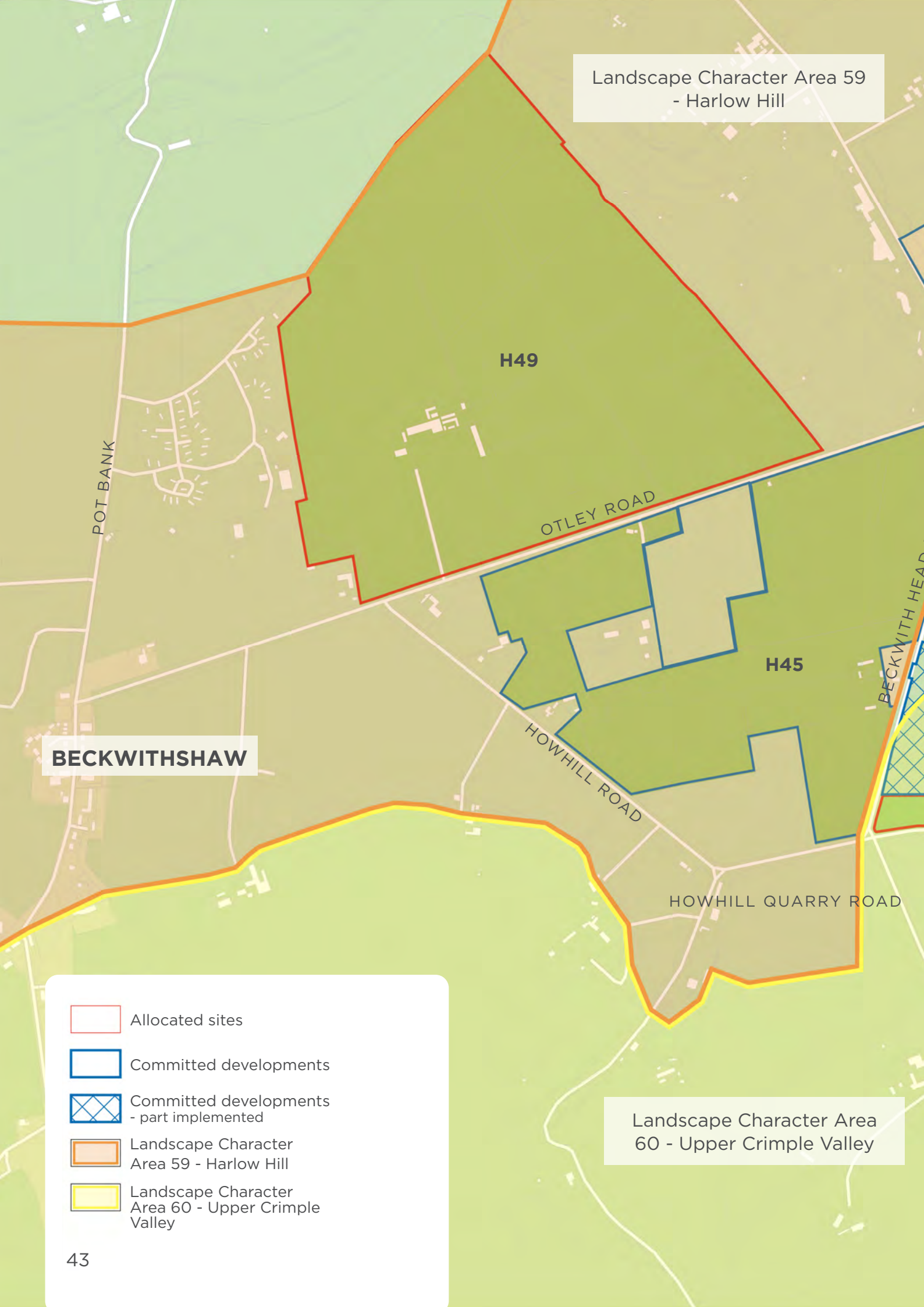
- A field pattern of early enclosure to the north and parliamentary enclosure to the south bound by hedges;
- Few small blocks of deciduous woodland;
- Lots of trees along field boundaries, along the River Crimble and the urban edge of Harrogate;
- The urban edge of Harrogate and Pannal influences the eastern extent of the Character Area; and
- Public footpaths and bridleways including the Harrogate Ringway create a network across the area and connect to those in Landscape Character Area 58. This area is easily accessible on foot from Harrogate and Pannal.

Existing landscape assessment work finds that the overall landscape character of H51 is generally typical of this local landscape character area, comprising a series of pastoral fields, with well vegetated field boundaries, crossed by public rights of way. Although H51 is pleasant in character, its character is influenced by the nearby Cardale Business Park and residential properties to the east of the site which are visible from within H51, including from the public footpaths which crosses it.

View from Lady Lane looking north east across H51.



Landscape Character Area 59
- Harlow Hill








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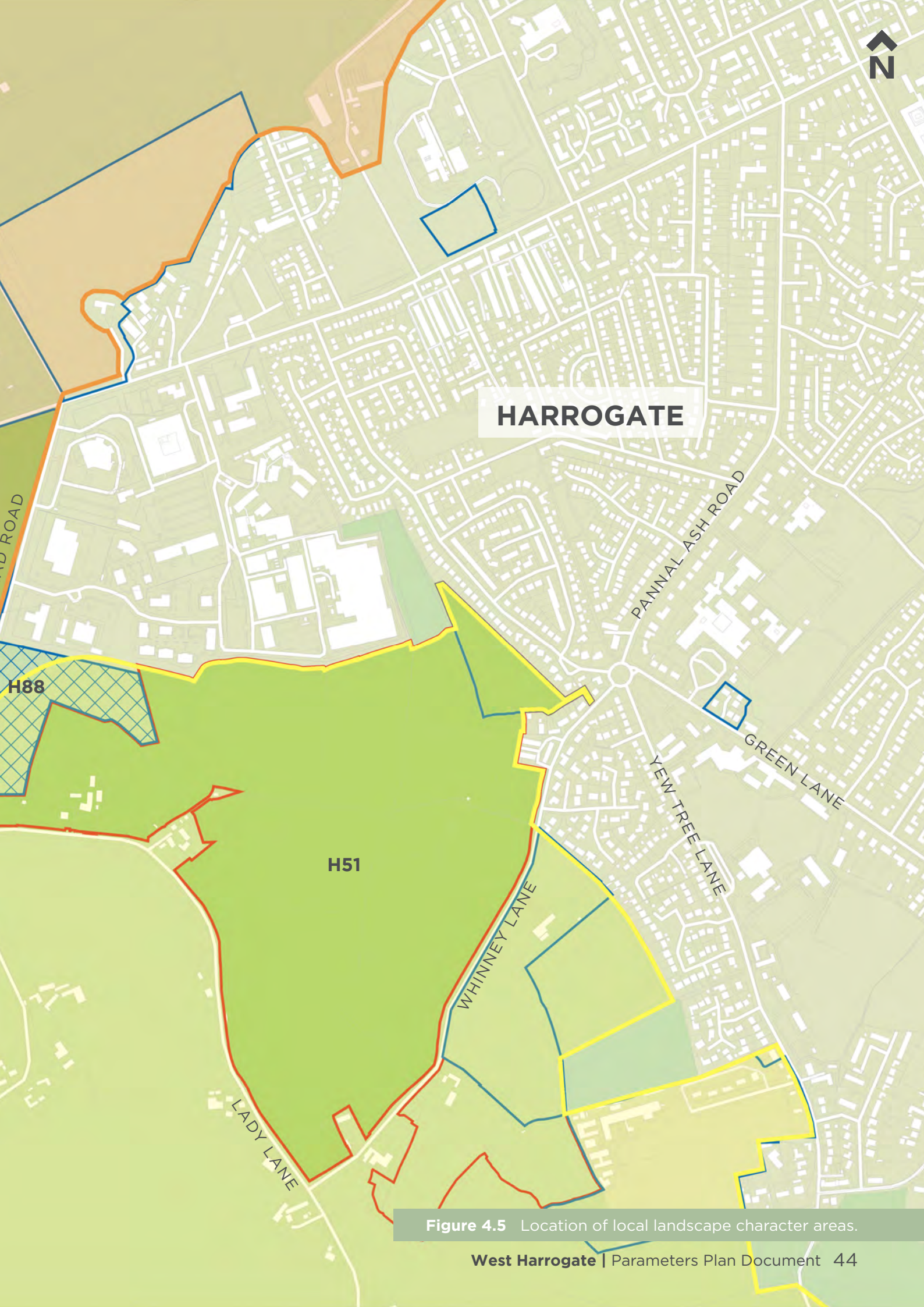
H49

H45

HOWHILL QUARRY ROAD

-  Allocated sites
-  Committed developments
-  Committed developments - part implemented
-  Landscape Character Area 59 - Harlow Hill
-  Landscape Character Area 60 - Upper Crimple Valley

Landscape Character Area 60
- Upper Crimple Valley



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Figure 4.5 Location of local landscape character areas.

4.6 Green Infrastructure

Existing Landscape Features

- Series of pastoral fields.
- Majority of field boundaries defined by hedgerows.
- Many of the external boundaries and internal boundaries are defined by mature hedgerow trees.
- Cardale Wood creates a wooded backdrop to H49, serving to enclose the site from views from the north and west. Similarly, the presence of RHS Garden Harlow Carr creates a wooded backdrop to the eastern boundary of H49, further reinforcing the sense of enclosure within this part of the Study Area.
- Some of the strongest internal tree belts / areas of broadleaved woodland are located within H49.
- The southern parts of H51 are more open, being characterised by a combination of dry stone walls, and post and wire fencing, albeit still possesses a good number of hedgerows and hedgerow trees.
- Linear tree belt, some of which is located off-site, as well as occasional mature specimen trees separate H51 from Cardale Business Park.
- External boundaries of H45 to south and west defined by dry stone walls.
- The treed vegetation alongside Otley Road within H45 is significant. The trees alongside Otley Road within H49 are generally more intermittent, often defined by just a hedgerow which allows for more open views northwards from the road.
- The tree vegetation alongside the southern side of Otley Road encloses H46, together with the former cricket ground, Bluecoats Farm and a Site of Importance for Nature Conservation (SINC).
- There are a number of trees protected by Tree Preservation Orders (TPO) in sites H45 and H51. The biggest concentration of protected trees are located within the north eastern part of H51.



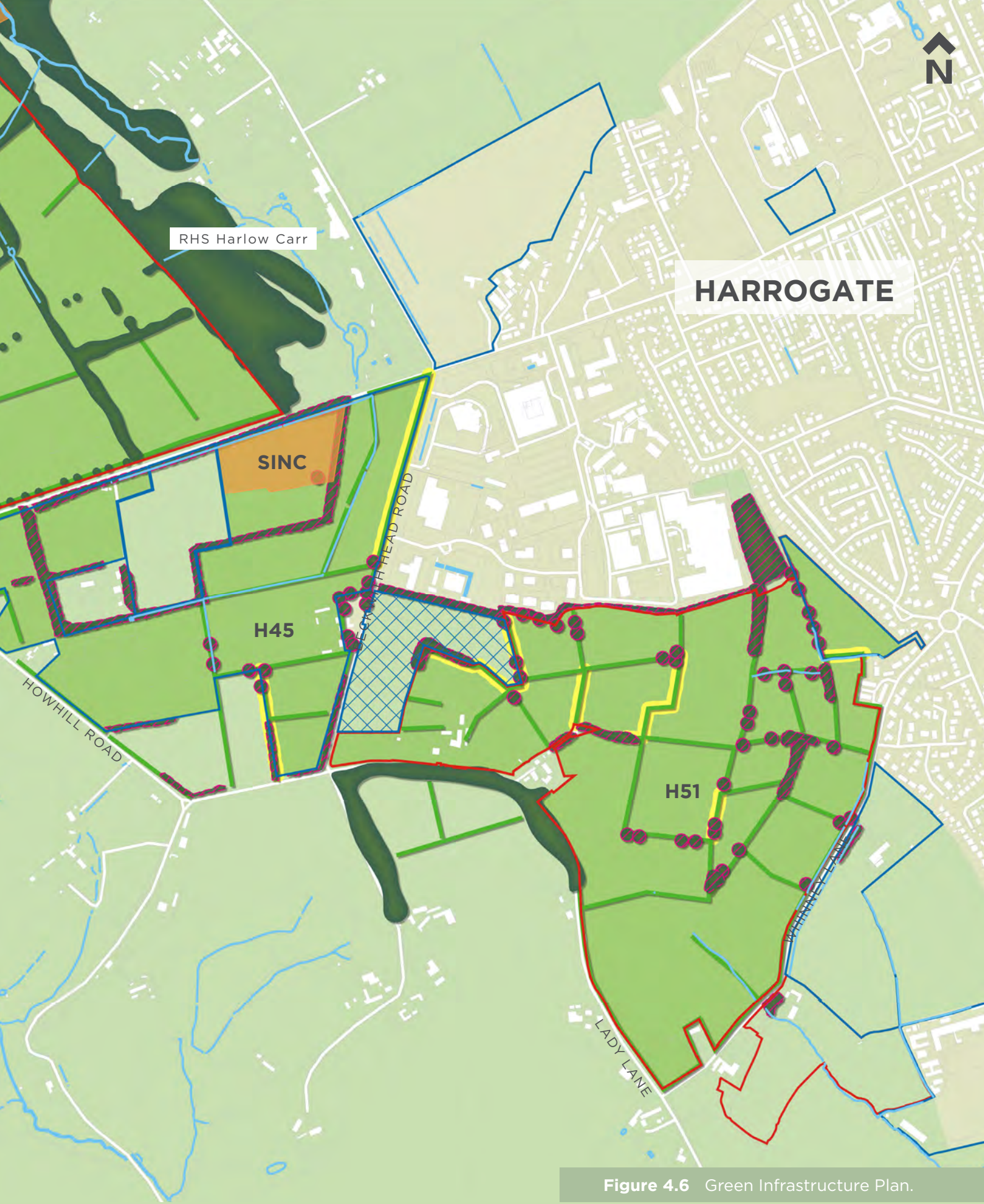


Figure 4.6 Green Infrastructure Plan.

Existing Ecological Features

Summary of existing habitats and wildlife

The Parameter Plan area is located towards the eastern edge of the Pennine Dales Fringe National Character Area and represents a relatively intimate landscape, situated between the valleys of Oak Beck to the north and the River Crimple to the south; with the higher, more open land of Haverah Park to the west of Beckwithshaw and with the edge of Harrogate immediately to the east. This undulating landscape is dissected by small streams and valley-sides, and is characterised by relatively small-scale pasture fields, mostly bounded by hedges and trees, with some drystone walls and fences.

The grassland sward is mainly improved or species-poor semi-improved pasture but with one species-rich unimproved wet grassland field, which has been designated as a Site of Importance for Nature Conservation (SINC). Even most of the semi-improved pasture is yellow with creeping buttercups in early summer and there are more species-rich elements where the water table is high or along the margins, especially where hedges are associated with ditches which support species, such as sedges, cuckoo flower and meadowsweet. These wildflowers provide a rich source of nectar and pollen for invertebrates. Most of the fields are fairly heavily grazed by sheep, cattle or horses but some of these fields support low numbers of ground nesting birds such as curlew and all support foraging by birds such as rooks, starlings and are patrolled by red kites and the occasional barn owl searching for mice and voles.

There are small streams draining towards the north east and south east edges of the site and these are fed by a network of ditches which generally follow the field boundaries, adding to the wildlife value of some of the hedgerows. These also feed a number of small man-made ponds towards the north of the plan area, which together with adjacent terrestrial habitats, support a range of amphibians including frogs and toads, great crested and other newts, and insects such as dragonflies.

Hawthorn is the dominant shrub in the hedges, but many of the hedgerows are relatively species-rich and include a good number of mature trees, especially oak and ash with some beech and sycamore. Where the bases of the hedgerows have been protected from grazing, these support characteristic dales flowers, such as foxgloves and meadow cranesbill again

providing a source of pollen and nectar. Other hedgerows are less species rich and many have been allowed to grow out and become gappy and are overgrazed at the bases. The hedgerows provide nesting and foraging opportunities for a range wildlife including bats and farmland birds such as finches, sparrows, warblers and titmice and the berries support redwings and fieldfares in winter. Many of the mature trees support hollows and crevices which provide potential bat roosting sites. Several of the more mature trees display veteran characteristics and such trees in turn support fungi and invertebrates and the creatures which feed on them.

The area is bounded to the north by Birk Crag and Cardale Woodland SINC, which is a mixture of native broadleaved and coniferous plantation, running along the ridge above oak Beck and linking into the gardens and woodland of Harlow Carr Gardens. On site, there are a number of small broad-leaved coverts and shelterbelts, across the site, interlinked by hedgerows and which add to the habitat diversity, providing foraging opportunities for bats, badgers, roe deer, sparrowhawks and woodpeckers

The site therefore supports a rich mixture of habitats and species, characteristic of the countryside of the eastern fringe of the Yorkshire Dales. There is an opportunity to retain and enhance much of the wildlife of the area by maximising the opportunities offered by the topography, hydrology and existing field-boundary and other habitats within a strongly interconnected green and blue infrastructure strategy. In conjunction with this, a landscape strategy to meet a could build on the existing semi-natural habitats through the use of tree planting, wildflower meadows creation, suds features and green routes. This would enable development to meet the minimum target of 'no net loss' of biodiversity, and to provide local people with the chance to experience nature on their doorstep.



View of Birk Crag and Cardale Wood from H49.



View of Bluecoat Field SINC from H46.

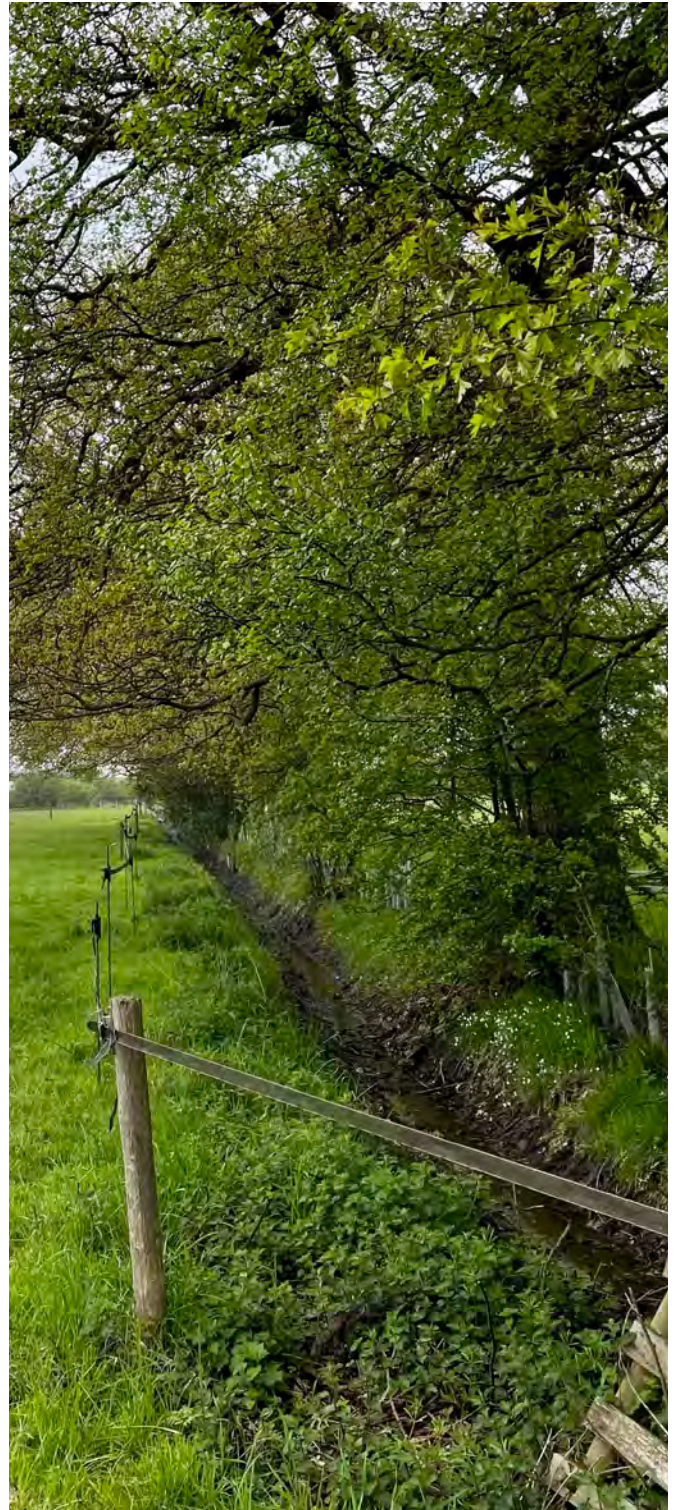
4.7 Existing Blue Infrastructure and Flood Risk

Existing and emerging flood risk and drainage assessment work has been carried out for the sites within the study area. The results of which can be summarised as follows:

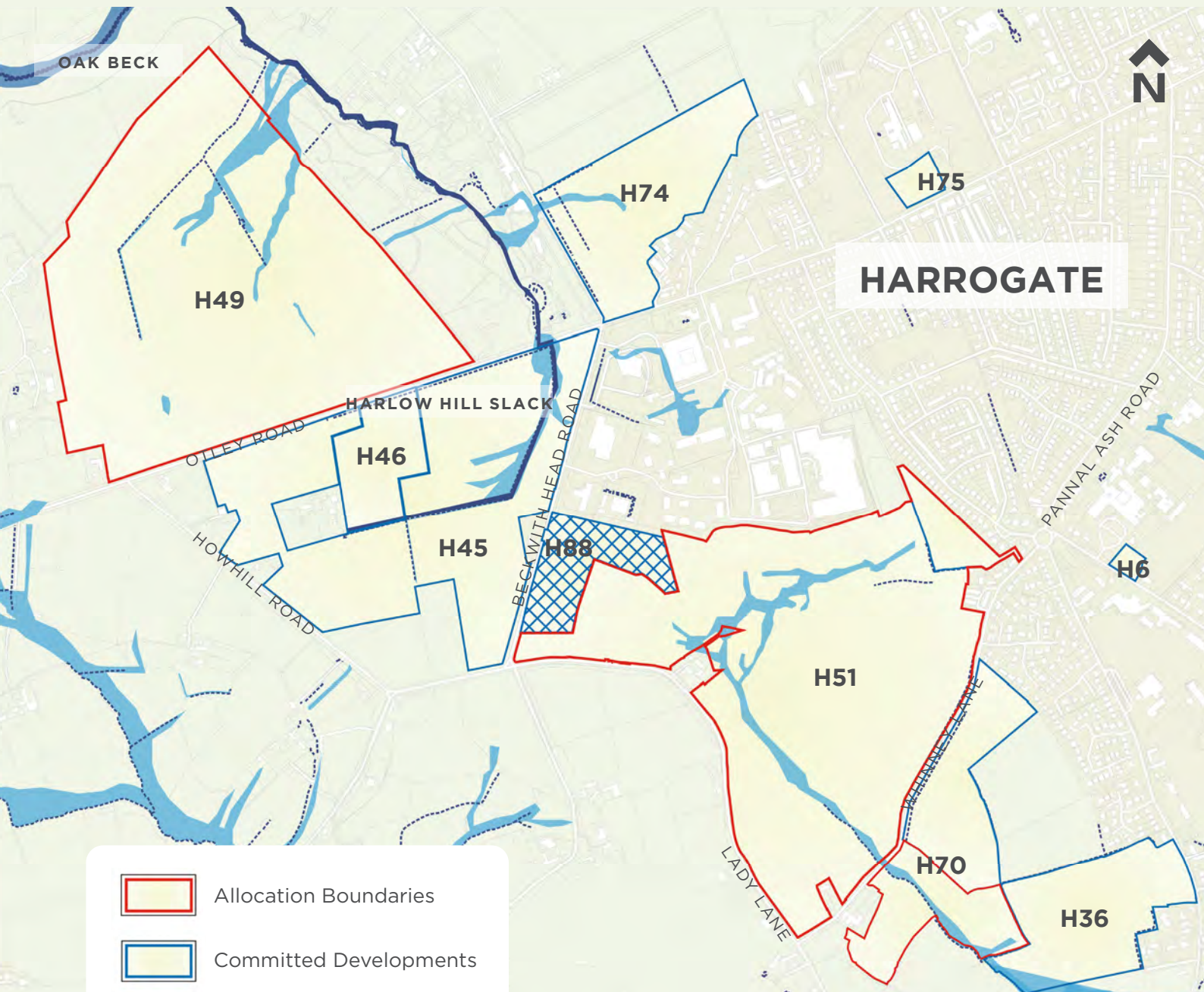
- The existing flood risk assessment for H45 shows that the site lies within Flood Zone 1 and therefore is considered to be at low risk of fluvial flooding from main rivers. Harlow Hill Slack, an ordinary watercourse, originates on the site as a field drain near Bluecoat Wood nurseries, where it is fed by three small field drains converging from three sources (also on the site). Flood mapping does show the presence of some areas of the site to be at risk from surface water flooding (pluvial), although this is considered to be low risk.
- The emerging flood risk assessment work for H49 shows that the site lies within Flood Zone 1 and therefore is considered to be at low risk of fluvial flooding from main rivers. There are a small number of minor watercourses on the site, which flow in a north easterly direction. Flood mapping does show the presence of some areas of the site to be at risk from surface water flooding (pluvial), although this is considered to be low risk.
- The existing flood risk assessment work for H51 shows that the site is located within Flood Zone 1 (less than 1 in 1,000 annual probability of flooding from either a river or the sea) and is considered to be at low risk from all sources of flooding. There are a number of minor watercourses within H51, which have a limited catchment. Flood mapping does show the presence of some areas of the site to be at risk from surface water flooding (pluvial), although this is considered to be low risk.

In general terms, the assessment work finds that subject to the implementation of a suitable SuDS strategy, the development of the study area will not increase the risk of flooding elsewhere as a result of the development of the Site.

There is also a significant opportunity to use the existing hydrological network as the focii of multifunctional green and blue corridors through the site, linking and enhancing existing habitats for wildlife and providing recreational opportunities and aesthetic benefits for people.



Existing drainage ditch on H45.



-  Allocation Boundaries
-  Committed Developments
-  Committed developments - part implemented
-  Extent of surface water flooding
-  Extent of fluvial water flooding
-  Harlow Hill Slack
-  Existing watercourses

Figure 4.7 Existing Blue Infrastructure and Flood Risk.

4.8 Movement Analysis

Pedestrian Connectivity

In general terms, the study area benefits from good pedestrian connectivity. The residential areas to the east of the study area include a network of footways and footpaths. Crossing points are available on the majority of routes, connecting the study area to key facilities. There is a footway (northern section) and a footway/cycleway (southern section) present on the east side of Beckwith Head Road between its junction with Otley Road and its junction with Lady Lane.

- **The Harrogate Ringway:** The Harrogate Ringway, a recreational route which loops around the town, passes adjacent to the study area. To the south it passes the southernmost corner of H51 along a short section of Lady Lane before turning westwards to pass through the adjacent countryside where it meets Beckwith Head Road. It runs northwards along an existing shared footway/cycle path and then a footway which run alongside the eastern side of Beckwith Head turning westwards at Otley Road. At this point it is accommodated along a short section of footway separated from the northern side of Otley Road by a grassed verge, before turning northwards to run alongside the north eastern boundary of H49.
- **H45:** There are no public rights of way within H45. Public footpath 15.108/9/1 does, however, lead westwards from Howhill Road connecting with the wider rights of way network located within the countryside to the west.
- **H49:** There are no public rights of way within H49, although as mentioned above the Harrogate Ringway passes alongside H49's north eastern boundary and provide links to the wider public rights of way network, including the Harrogate Link.
- **H51:** There are two public footpaths which run within the boundary of H51. Public footpath 15.108/18/1 crosses the centre of the site leading east to west, connecting Whinney Lane and Lady Lane. Public footpath 15.54/68/1 runs along the northern part of the eastern boundary, leading north to south east from Larkfield Road to Whinney Lane (this footpath lies outside of the scope of the Parameters Plan). There are several other public footpaths located within close proximity of H51. Public footpath 15.108/17/1 is located to the south west of H51 leading east to west, connecting Lady Lane and Blackwith Farm. Public footpath 15.54/131/2 is located to the south east of the Site leading west to east, connecting Whinney Lane and Yew Tree Lane to the existing settlement of Harrogate.



View looking west on existing public footpath on H51.



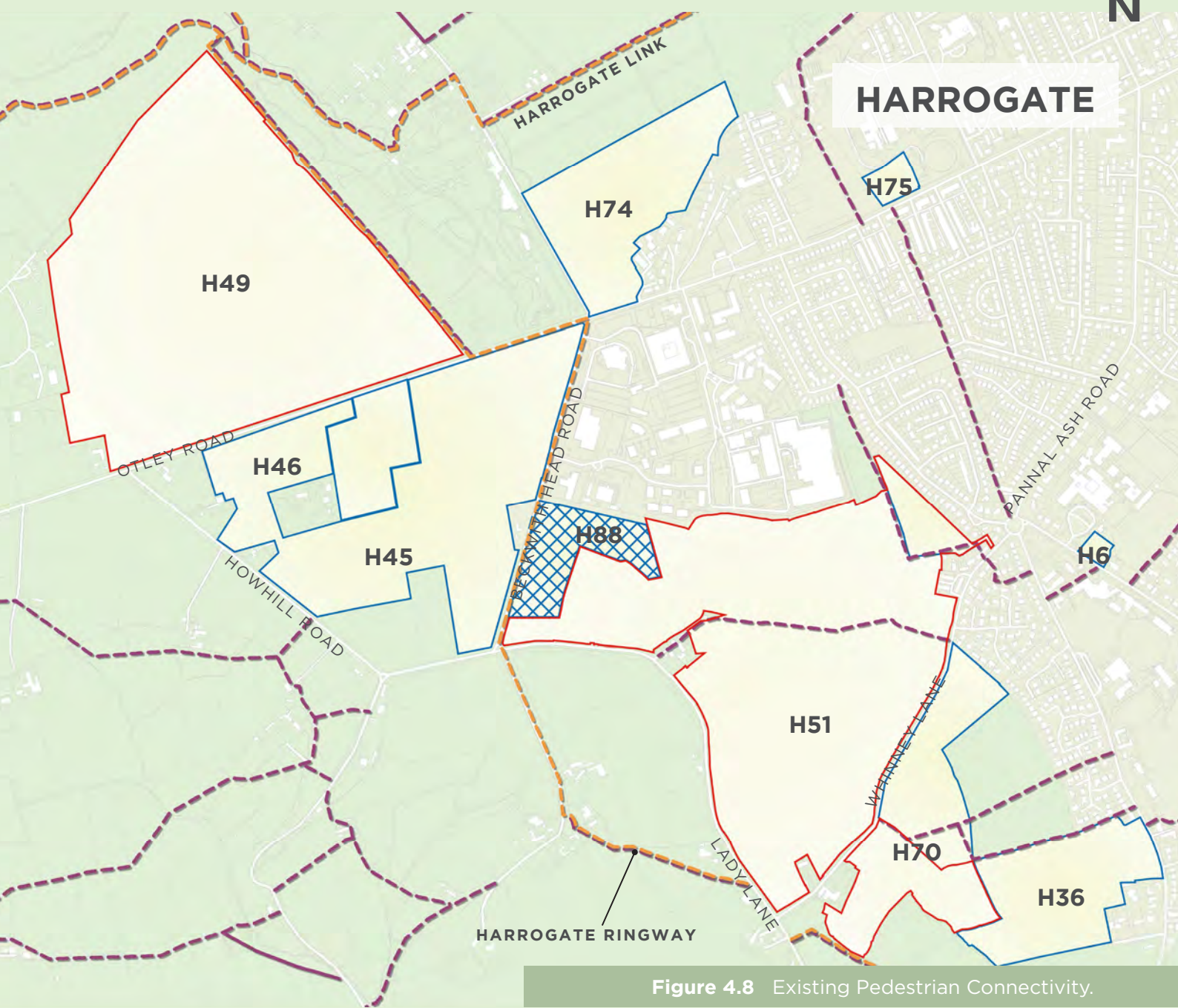
View looking north west along the Harrogate Ringway where it passes H49.



Existing footway/cycleway on Beckwith Head Road adjacent to H88.








Existing public footpath sign on Whinney Lane.



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Figure 4.8 Existing Pedestrian Connectivity.

-  Allocated Sites
-  Committed Developments
-  Committed developments - part implemented
-  Public Footpaths
-  Recreational Routes

Cycle Connectivity

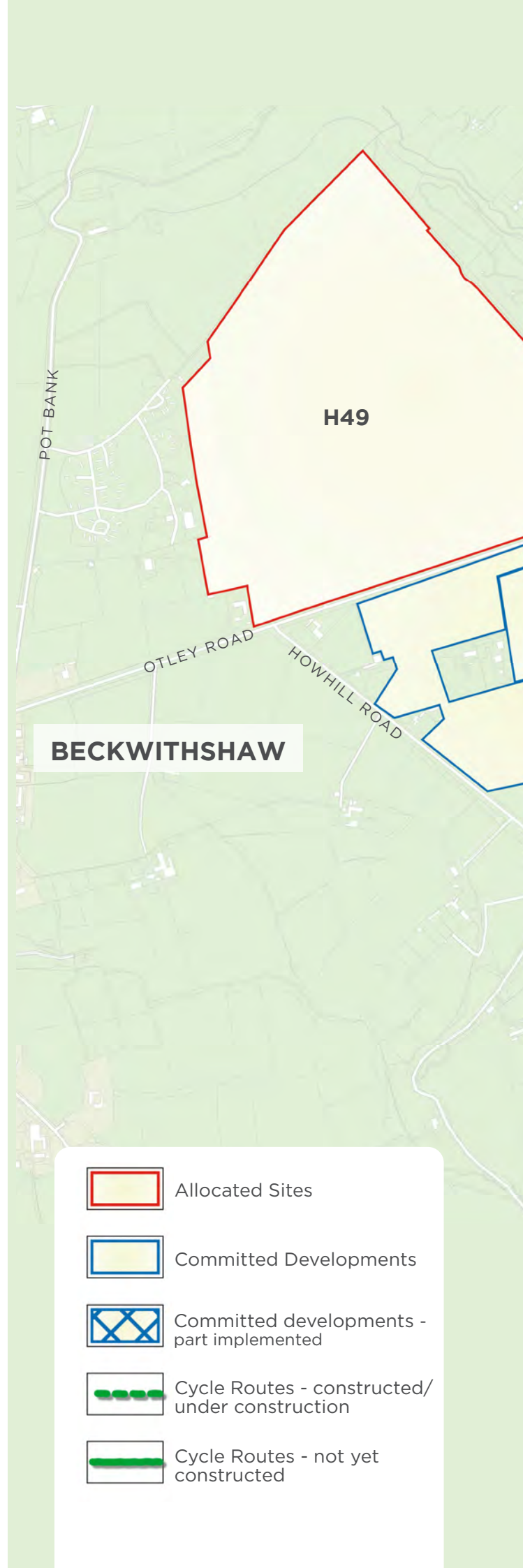
Emerging and existing transport assessment work prepared for the study area shows that it is within an acceptable cycle distance of Harrogate town centre, including its retail, employment and leisure destinations and a range of transport hubs, including the bus station and Harrogate railway station.

There are existing and planned cycle routes within the local area which seek to better connect the west Harrogate area with the existing local facilities located in Pannal Ash and Rossett Green and onwards to the town centre.

Along the study area's Otley Road frontage, there is a cycleway present on the north side of the carriageway, which runs for a short length and terminates at its junction with Beckwith Head Road. The construction of a new cycle route along Otley Road has commenced to the east of the study area. Phase 1 - between Harlow Moor Road and Arthur's Avenue - is nearing completion. Phase 2 - between Arthur's Avenue and Beech Grove - is due to commence early 2022. When completed, the new cycle route will run between Harlow Moor Road and the town centre.

Furthermore, a new, high quality cycle route is to be constructed along the northern side of Otley Road, running from Howhill Road to Crag Lane, connecting with the designated and approved cycle routes discussed above.

The proposed cycle infrastructure across West Harrogate will link into the designated/approved routes shown in Figure 4.9, ensuring that cycling is a viable mode of transport between the sites and Harrogate town centre.



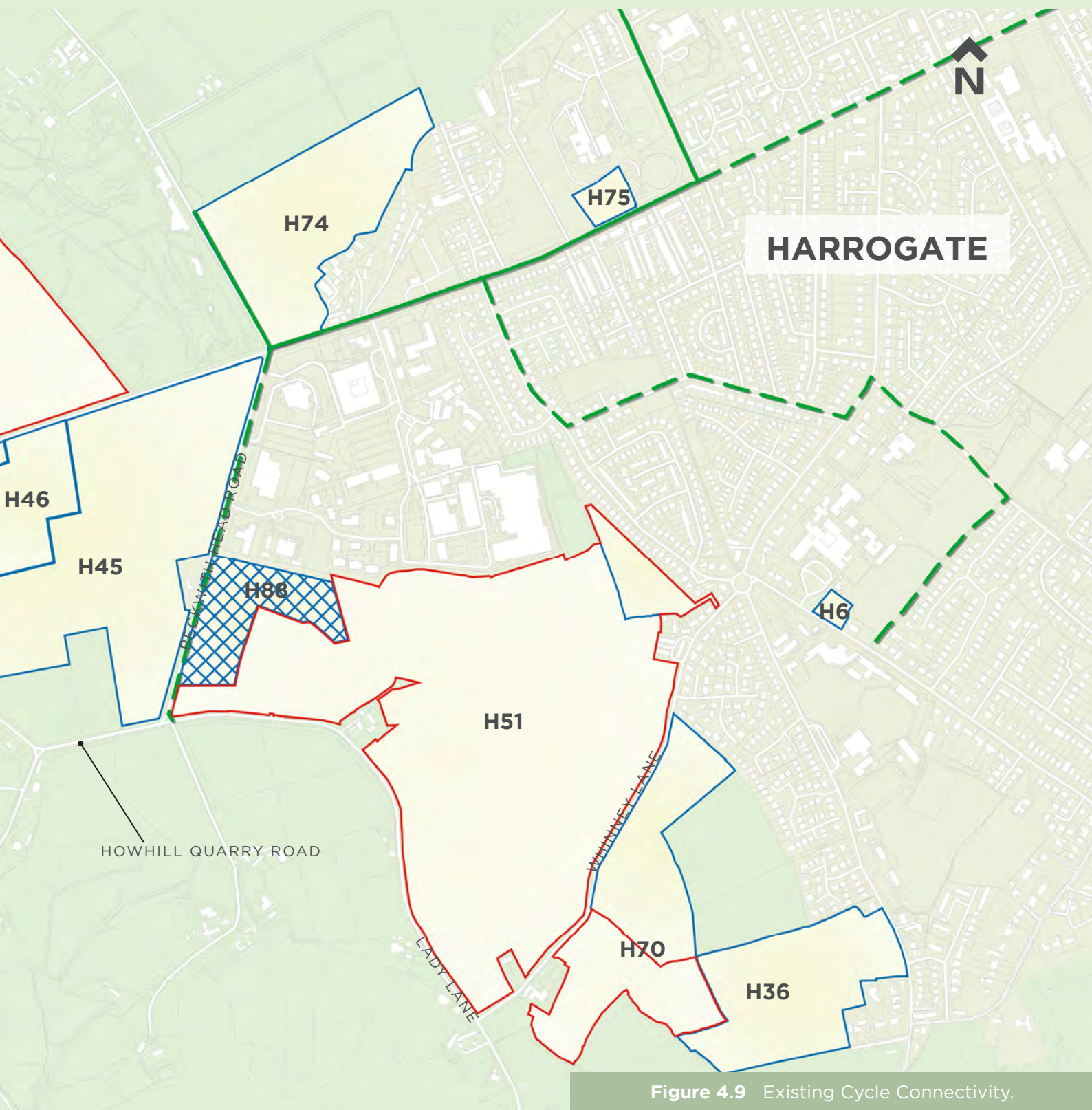
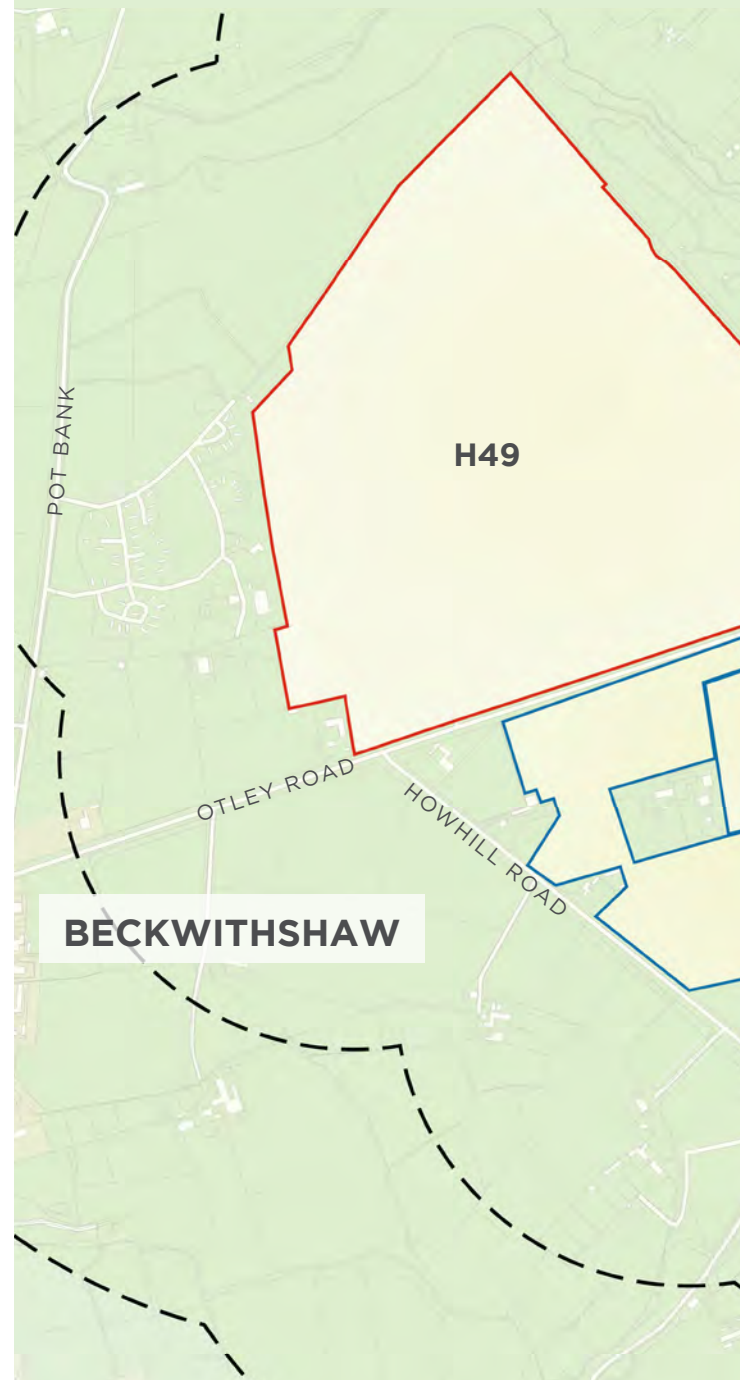








Figure 4.9 Existing Cycle Connectivity.

Public Transport

The study area benefits from convenient access to existing bus services (6 and X6 services), with a number of bus stops being located within the locality, including along Otley Road and Beckwith Road. These bus services stop at a range of local destinations, including Cardale Business Park, Harrogate Bus Station and the town centre. Harrogate Bus Station is served by buses that run to and from surrounding neighbourhoods including Jennyfield, Bilton, Pannal and Hornbeam Park. The bus station also provides connections to areas further afield including Leeds (approx. 1 hr), Wetherby (approx. 35 mins), Ripon (approx. 35 mins), Skipton (approx. 2 hrs) and Knaresborough (approx. 20 mins). The journey time from the bus stops on Otley Road to Harrogate Bus Station is circa 13 minutes.

Harrogate Railway Station - which is conveniently located adjacent to Harrogate bus station, connected the two modes - and Hornbeam Park Railway Station are both located approximately 2.5 miles east of the sites, and provide connections to Leeds, York and Knaresborough via Northern Rail. Harrogate Railway Station also provides a limited number of wider rail services to London Kings Cross via London North East Rail.



-  Allocated Sites
-  Committed Developments
-  Committed developments - part implemented
-  Bus Stops
-  Pannal Ash Bus Route 6
-  Harlow Hill Bus Route X6

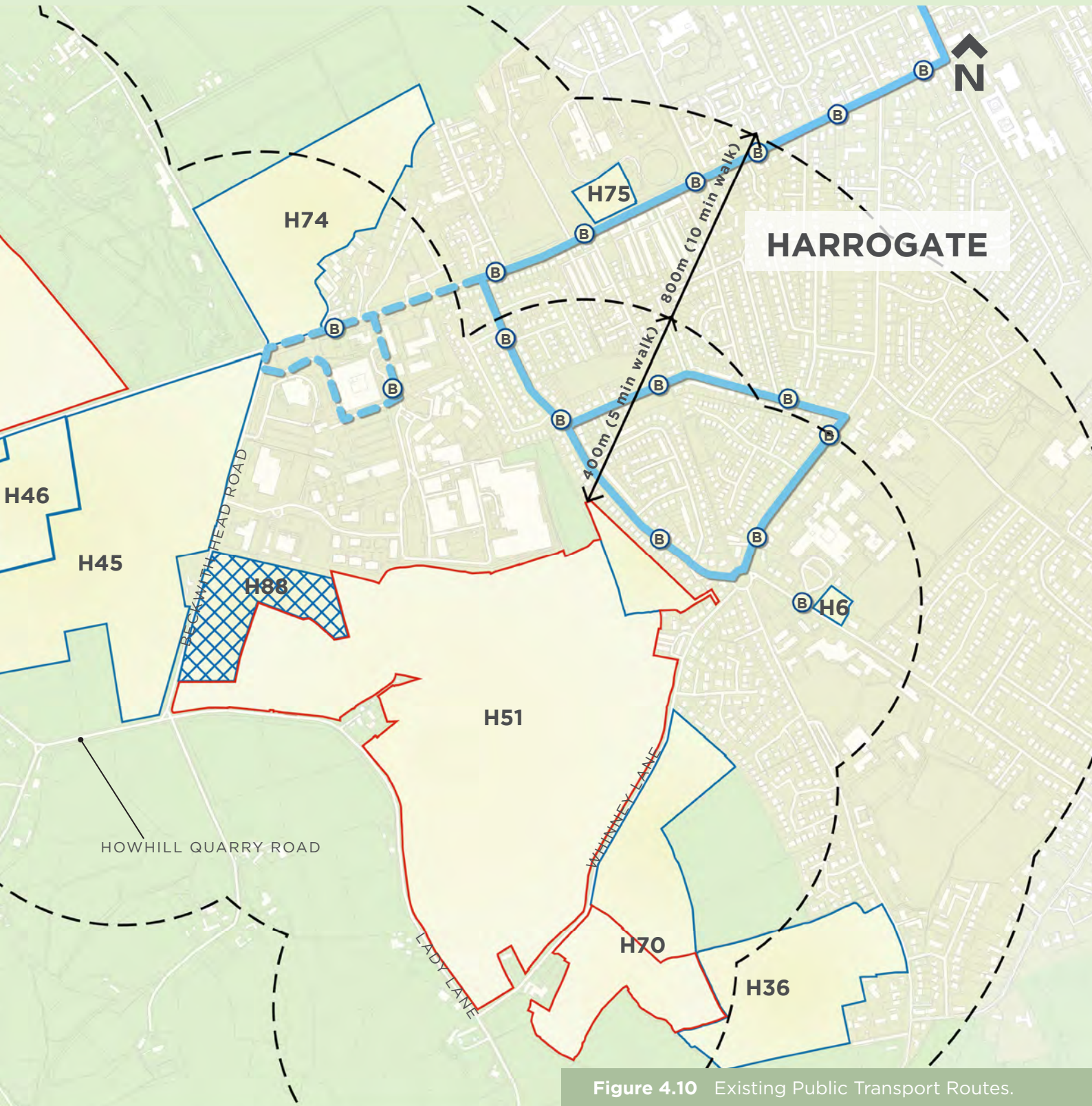


Figure 4.10 Existing Public Transport Routes.

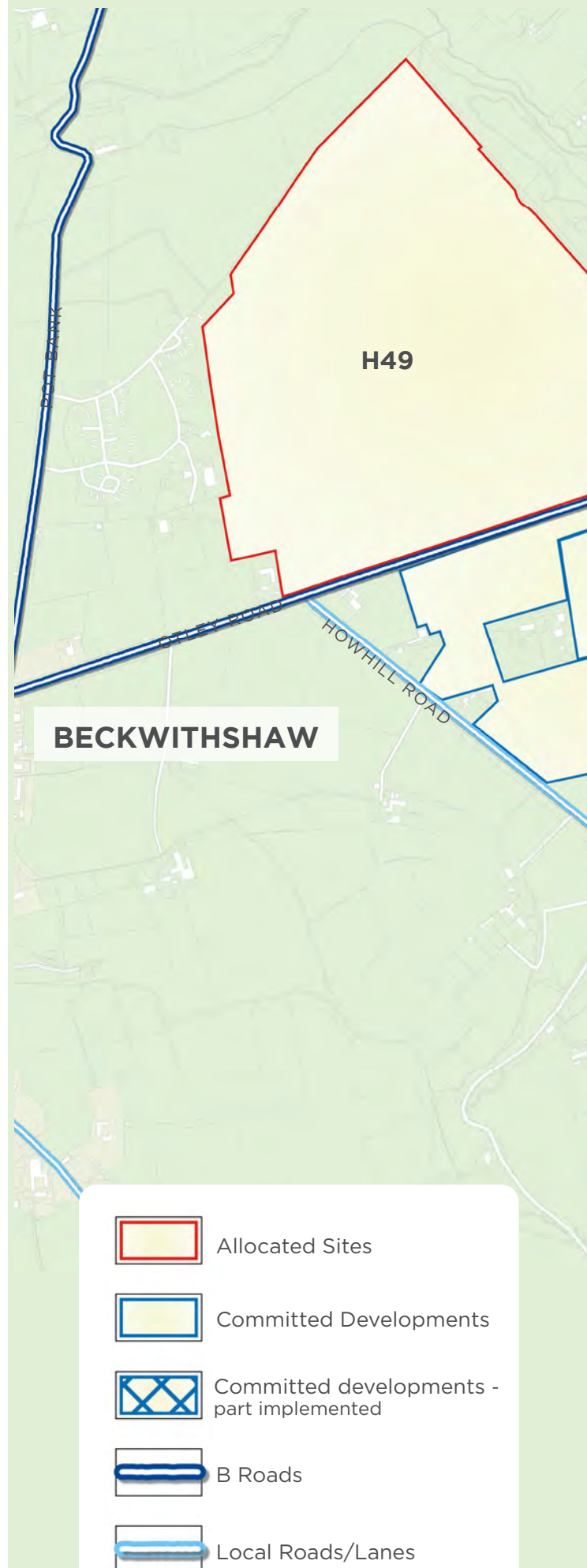
Surrounding Highway Network

Along the frontages of H45 and H49 Otley Road is largely rural in nature with limited frontage development, although its character has most recently been altered with the construction of the new homes at H46, which are accessed from Otley Road. An existing footway which runs along the northern side of the carriageway is separated from the carriageway by a grass verge.

To the east of its junction with Beckwith Head Road, Otley Road becomes urban in character and is subject to a 30mph speed limit with footways on both sides of the road. There is frontage access to a range of employment, residential and other developments along Otley Road, with numerous side roads along its length. Pedestrian refuges and pedestrian crossings are located at interim locations along Otley Road.

Beckwith Head Road is a single carriageway road - the northern-most section of the road, between its junction with Otley Road and Cardale Park, has a footway running along its eastern side. The southern section of the road, between Cardale Park and Lady Lane, has a combined footway/cycleway running along its eastern edge. Howhill Quarry Road/ Lady Lane. Howhill Road, Howhill Quarry Road, Lady Lane and Whinney Lane are all single carriageway roads.

There are various tertiary roads in the wider area providing access to local residential areas, local schools and other community services and facilities.



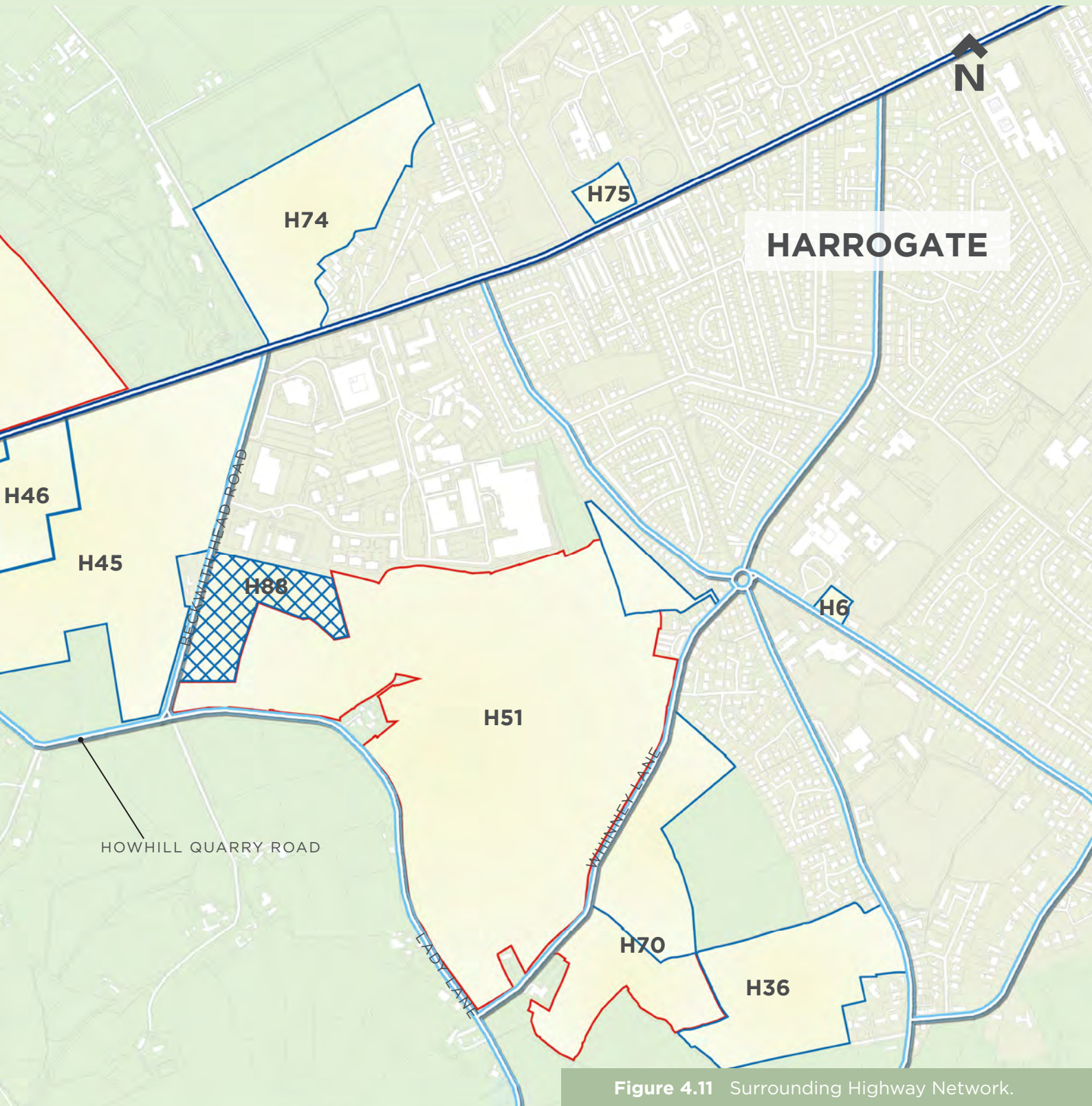


Figure 4.11 Surrounding Highway Network.

Surrounding Highway Network

The following spread shows the existing road network within the immediate proximity of the sites.





Otley Road



Lady Lane



Junction of Howhill Quarry Road
and Beckwith Head Road



Howhill Road



Lady Lane

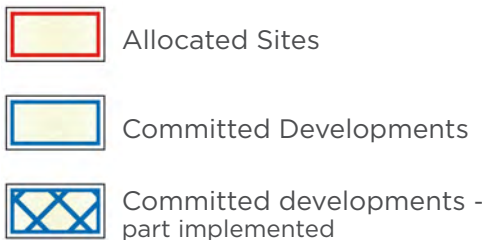


Whinney Lane

4.9 Listed Buildings and Non-designated Heritage Assets

There are two Grade II Listed Buildings, Lund House and Barn, in the immediate proximity of the study area, located adjacent to the south western boundary of H51 off Lady Lane. The Grade II Listed Harrogate Arms Hotel and offices of the Northern Horticultural Society is located to the east of H49, albeit it is screened from the study area by existing vegetation.

There are a number of non-designated heritage assets located within and adjacent to the study area. These include the farm building located at Windmill Farm within H49, Jackland House Farm on Lady Lane and the Squinting Cat Public House on Whinney Lane.



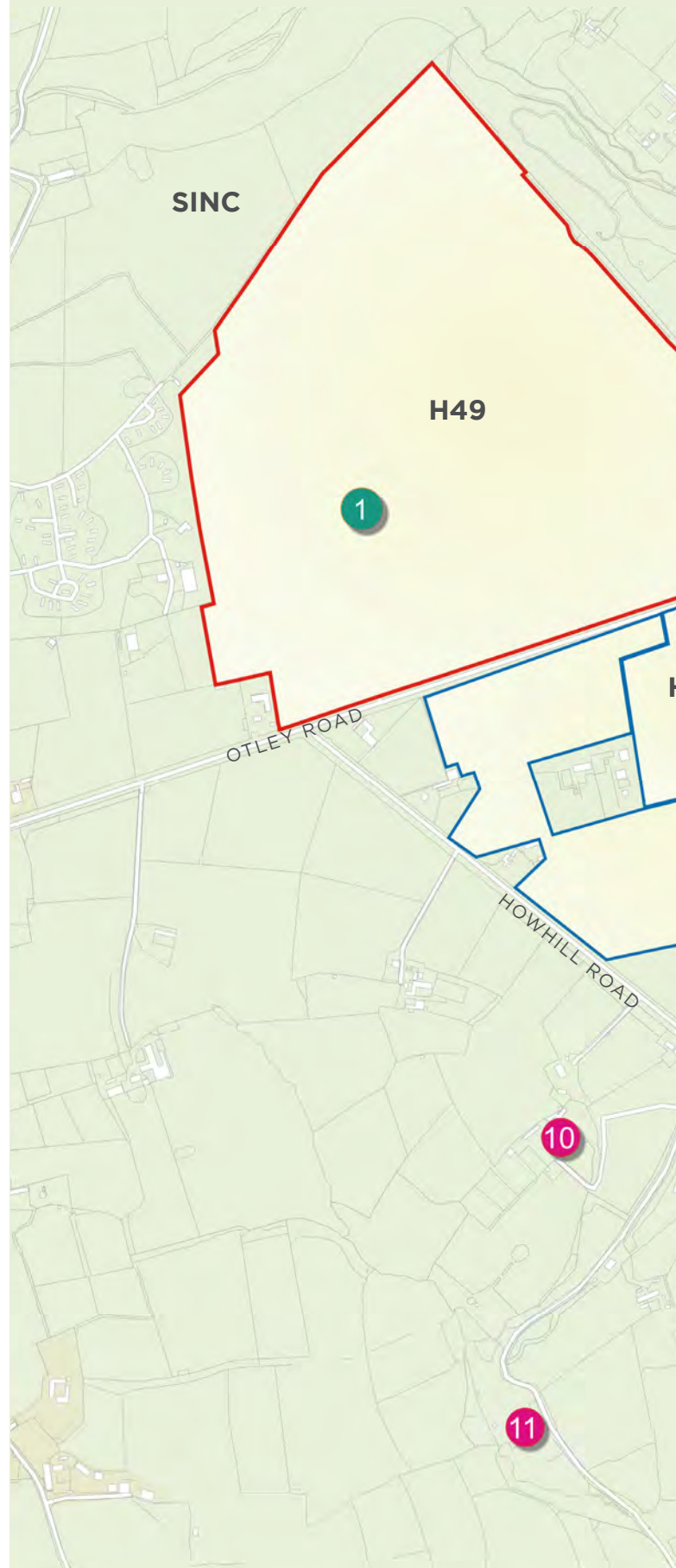
HERITAGE ASSETS

X Listed Buildings (Grade II)

1. Harrogate Arms Hotel
2. Offices of the Northern Horticultural Society
3. Church of All Saints
4. Church and railing of the churchyard to the South of All Saints
5. Harlow Hill Tower (Observatory)
6. Harlow Hill water tower
7. Lund House
8. Barn - Approximately 5 meters east of Lund House
9. Springfield House
10. Howe House
11. Low buildings barn

X Non-Designated Heritage Assets

1. Farm building at Windmill Farm
2. Jackland House Farm, Lady Lane
3. 24-34 Whinney Lane, 18-22 Whinny Lane, Ash View and Craig View
4. Bark Mill Cottage, Lady Lane
5. Castle Hill Farm
6. Blue Coat Farm
7. Skye House Farm
8. The Old Poor House and Linton Cottage
9. Squinting Cat Public House



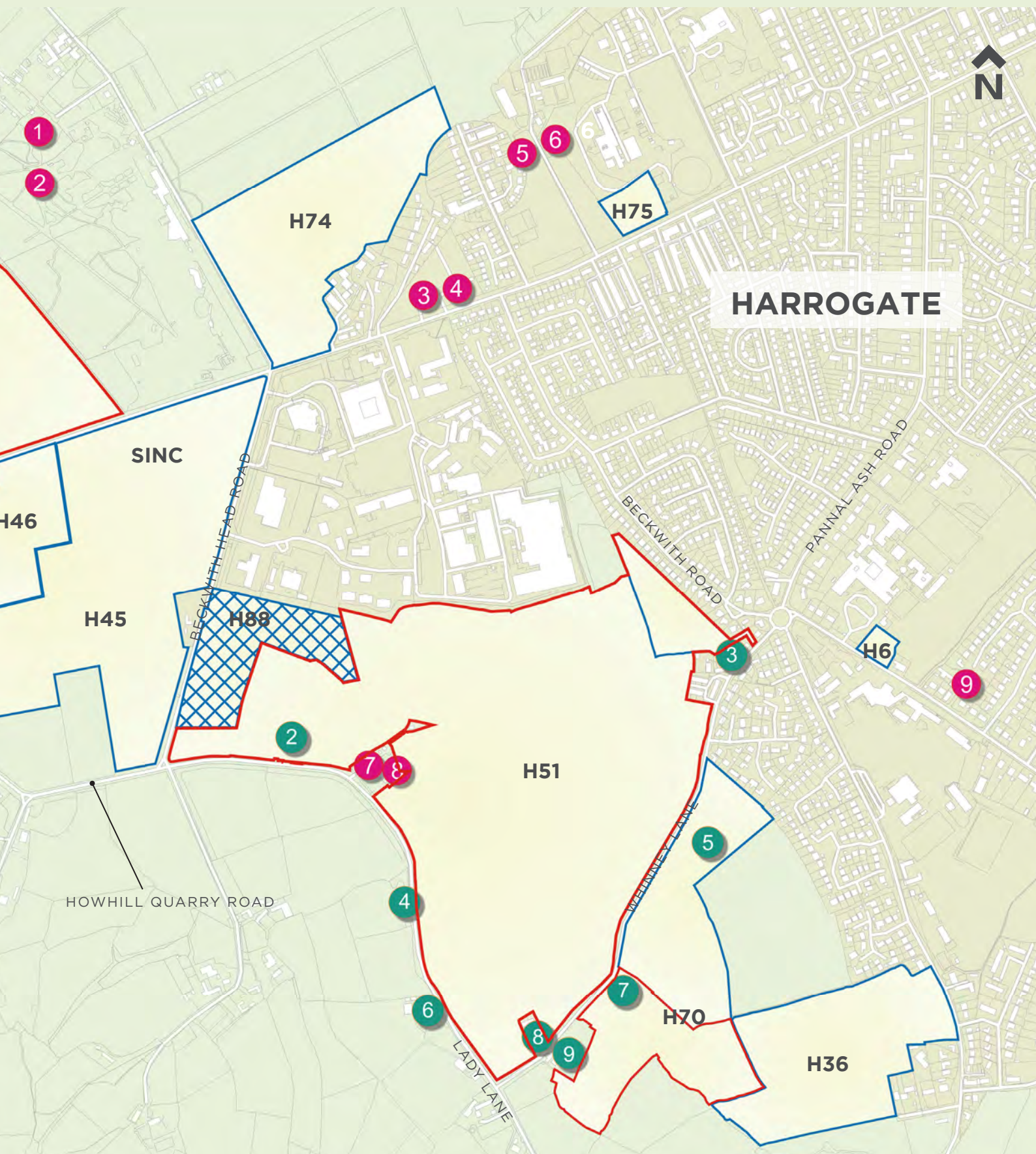


Figure 4.12 Location of Listed Buildings and Non-designated Heritage Assets.

4.10 Surrounding Built Form and Townscape Analysis

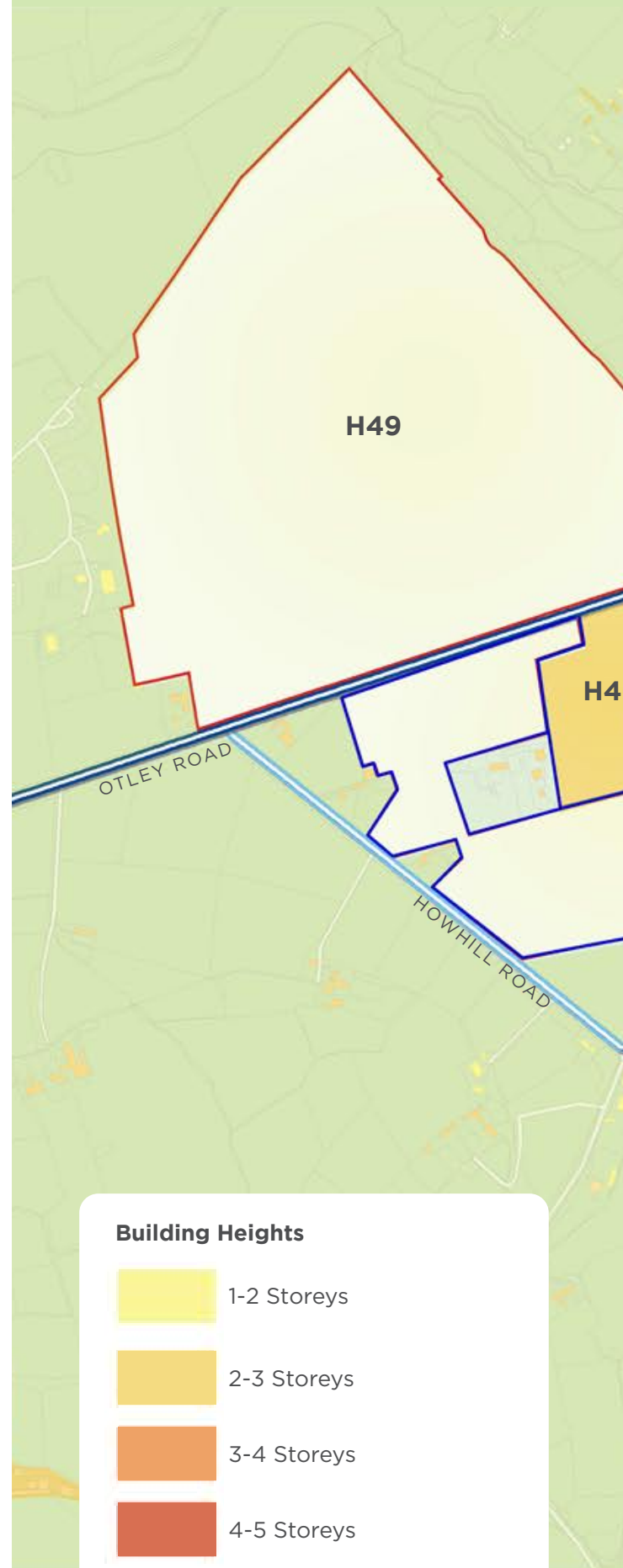
Surrounding Building Height

The majority of the existing residential development is 2 to 2½ storeys in height, although bungalows can be seen in some areas, including along Panal Ash Road, Rossett Holt Drive, Rossett Holt Close and Rossett Avenue.

Cardale Business Park consists primarily of commercial and pharmaceutical laboratories which, based upon an equivalent residential storey height, approach three storeys. However, larger scale buildings of four to five storeys can also be identified throughout the business park.

Taller 2½ storey terraced buildings can be also found to the north east of the study area, mainly along Otley Road, with a number of them accommodating retail facilities on their groundfloors, with apartments above.

The existing rural residential properties along Whinney Lane, Lady Lane, Howhill Road, Beckwith Head Road, and off Otley Road are all mainly 2 storeys,



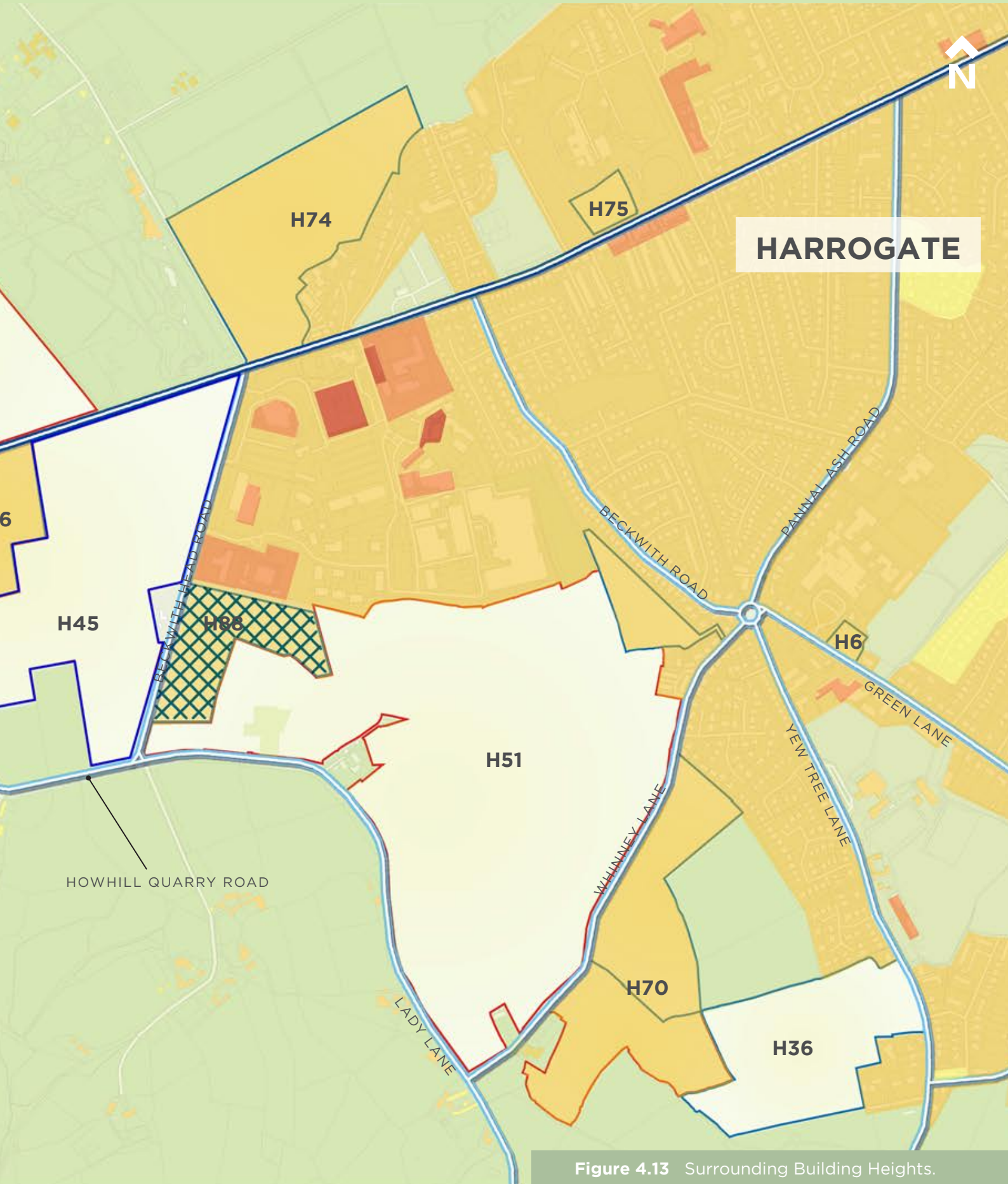


Figure 4.13 Surrounding Building Heights.

Local Vernacular

Harrogate has a rich architectural heritage, with the Harrogate Conservation Area containing 294 Listed Buildings. Five of them are Grade II* Listed: The Royal Pump Room Museum in Crown Place, Harrogate War Memorial (The Cenotaph), The Royal Hall in Ripon Road, The White Hart Hotel in Cold Bath Road and 1-4 West Park. In comparison with Ripon and Knaresborough, Harrogate has relatively few Listed Buildings with the character of Harrogate Conservation Area relying greatly on its wealth of unlisted buildings, many of which are also considered to be non-designated heritage assets.

The predominant characteristic of buildings in the heart of the town's Conservation Area is that they are built of carboniferous sandstone (sometimes referred to as gritstone), with Welsh slate roofs. The use of carboniferous sandstone reflects the underlying geology of Harrogate. This is in strong contrast to nearby Knaresborough, where the predominant building stone is Magnesium limestone and other materials such as brick are commonly found.

Most of the buildings in and around the town centre are two to three full storeys in height, with three storeys predominating, often with basements and attic storeys in addition. This characteristic can be seen in the town's principal shopping streets and the predominantly residential areas to the south of the town centre. It is the combination of the height of these buildings and their consistent sandstone and slate roofed construction which to a large extent define the 'image' of Harrogate. However, another important characteristic of the 'image' of Harrogate are the churches, the larger hotels and the turret of the theatre which make a significant contribution to the town's historic skyline.

Away from the heart of the town's Conservation Area, the later 19th Century parts tend to possess a strong distinction between the houses built for middle-class occupation, which are generally of at least three storeys in height, and the artisans' dwellings consisting of two storey cottages. This contrast can readily be seen when comparing the imposing streets of Franklin Road and Franklin Mount to the north of the town centre, with the more humble streets like Mayfield Grove and Providence Terrace located to the east of the town centre.

The existing built up areas of Harrogate within the vicinity of the study area are generally characterised by suburban residential development dating from the mid 20th Century onwards and Cardale Business Park. A notable exception to this is the small grouping of terraced cottages located immediately to the north east

of H51 at Craig View and Ash View. Constructed in the local sandstone with slate roofs, these 2 and 2½ storey cottages provide an interesting contrast with the more modern residential development that lies to the east and north east of the Site. Interest to the cottages is provided by the pitched roof dormer windows, the wide chimney stacks and the fanlights above the front doors. Although openings have been altered, the buildings are representative of the local vernacular of the town.

The small group of the former farm houses and converted barns of Lund House and Barn is representative of a rural example of the local vernacular within close proximity of the study area. As for much of Harrogate, the buildings are constructed in the local sandstone. The roofs are covered in stone slate which is the traditional material for rural buildings of the area (though it is common to see later replacement in Welsh slate or clay pan tiles). Traditional detailing, which can be seen on other examples in the rural context of the study area include chimneys on domestic buildings, shallower pitch roofs, tabling stones to verges with kneeler stones at the eaves and stone cills and lintels to openings. Farm and outbuilding are robust in character with a limited number of openings and modest architectural detailing. Buildings heights can be modest, particularly for the farm and outbuildings. Farmsteads are found dispersed throughout the surrounding countryside and the layout of buildings may be found in variations of a courtyard, L-shaped or in-line arrangement.

In contrast to these buildings, the more modern houses within the vicinity of the Site are generally uninfluenced by local building materials or traditions. These characterise the later 20th century suburban extensions to Harrogate but cannot be said to represent the local vernacular. Within the town, it may be possible to find examples of contemporary architecture that reflect traditional character. The most successful examples use natural local stone for the walling, reflect the scale and massing of traditional buildings and generally respond to context. Contemporary styles of openings can be applied to such buildings in a manner that maintains local distinctiveness.



Follifoot



Follifoot



Follifoot



Harrogate



Harrogate



Harrogate



Harrogate

Traditional Detail and Materials

STREET TYPOLOGY



- Within the adjacent countryside winding lanes give access to dispersed cottages and farmsteads. Cottages often front the lanes behind well-landscaped front gardens. The straight alignments of Howhill Road, Howhill Quarry Road (northern section adjacent to H45) and Beckwith Head Road provide an interesting contrast in plan to the more winding lanes further to the south.
- Streets located around the town centre are generally of a terraced nature, although there are detached and semi-detached properties in the more spacious parts of the town, such as surrounding The Stray and The Duchy. Terraced streets are fronted by buildings that are two to three full storeys, with three storeys predominating.
- Other than in the town centre, where most commercial buildings front directly onto the footway, most houses have forecourts. These forecourts are small in the case of artisans' dwellings, but more extensive in the case of the middle-class houses.
- Within the vicinity of the Site, detached dwellings and associated farmsteads are set within individual plots, allowing for on-plot parking. Dwellings are often set back behind front gardens. Trees and hedgerows within the front gardens often soften the street scene.

CHIMNEYS



Harrogate



Follifoot

- Chimneys on the rural cottages and houses are often, but not always prominent features, albeit still to a lesser extent than those typically evident in the centre of Harrogate.
- Tall chimneys articulate the roofscape of both the individual middle-class dwellings and the terraced artisans' houses. In the case of detached dwellings, the chimney stacks provide articulation and interest to the roofscape, and in the case of terraced dwellings they provide vertical rhythm along the street.
- Existing farm buildings adjacent to the sites do not exhibit chimneys.

DETAILING



Harrogate



Follifoot

- Detailing within the rural areas tends to be simpler and more discreet. Interest can be found in the use of stone cills and headers, simple gables above windows and fanlights above front doors. Tabling and kneeler stones to roofs are common.
- A mix of interesting detailing can be found throughout the historic core ranging from the ornate detailing that can be seen on the majority of buildings within the town centre through to the decorative and distinctive timber barges and eaves boards which are found on residential Victorian buildings.
- Many interesting examples of Victorian Gothic windowheads and covered porches can be found in the streets to the north of the town centre.

DOORWAYS



- Doorways are typically simple in the rural areas, often with just a stone lintel above. More formal farmhouses may have a fanlight above. Some examples of pitched roof porches which provide subtle interest and articulation to frontages.
- More prominent buildings tend to incorporate classical doorcase surrounds or covered porches.
- The more modest terraced houses are characterised by more simple doorways with a keystone and fanlight above.

WINDOWS



- Windows within the rural areas tend to be limited to sliding sash windows on farm houses and simple casement windows on cottages. Sashes may be horizontally sliding 'Yorkshire' sashes.
- Windows within the town centre and historic core are generally single pane horned or 12 or 16 paned vertical sliding sash windows. Projecting bays windows are common.
- Within the town, windows to front elevations tend to be rectangular and give vertical emphasis to the frontages.



Harrogate



Harrogate



Pannal



Harrogate



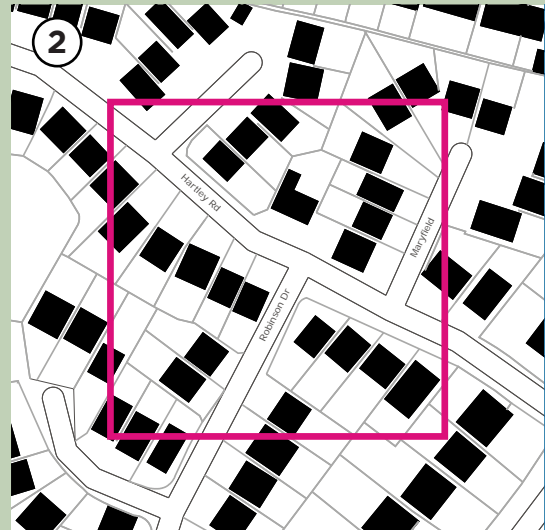
Föllfoot



Markington

Density

1 Hectare



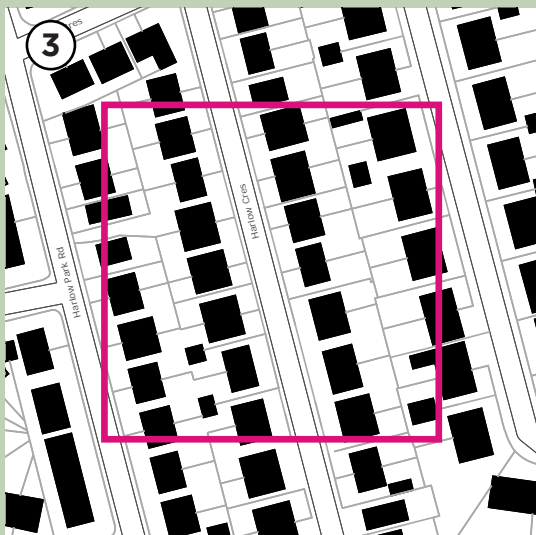
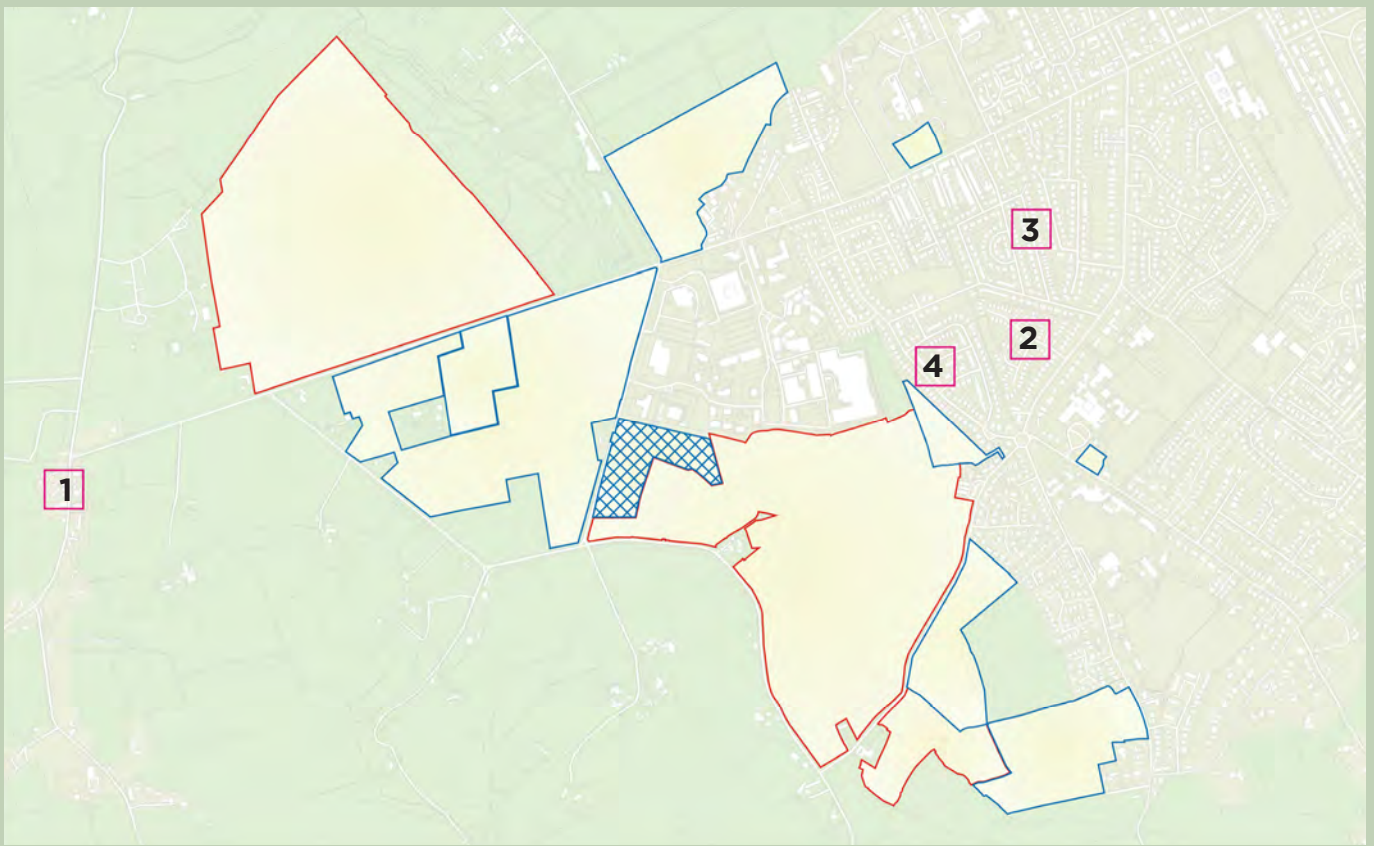
Approximately 15-17 dph

Village location. The area to the south west of H49, mainly bounded by countryside, comprises two storey detached and semi-detached housing.



Approximately 24-26 dph

The area around Hartley Road consists of two storey detached houses, broadly reflecting the average residential density of the surrounding 20th century housing context.



Approximately 27-30 dph

The Harlow Crescent area consists exclusively of two storey houses with detached and semi-detached typologies, constituting one of the highest density housing areas located in close proximity to the study area.



Approximately 28-31 dph

The Beckwith Road/Beckwith Drive/Beckwith Close area consists of a mix of 1 and 2 storey houses with detached and semi-detached typologies. This area is the highest density area which has been assessed within close proximity to the study area.

4.11 Utilities

Utilities searches have identified the following crossing the study area:

H45

- **High pressure gas main:** An underground high pressure gas main runs through the north western part of the site and requires a 6m easement.
- **Water main:** An underground watermain runs alongside the eastern boundary and requires a 8m easement (4m either side).

H49

- **High pressure gas main:** An underground high pressure gas main runs through the heart of the site in broadly north to south direction and requires a 6m easement.

H51

- **Public Sewer:** A small section of underground public sewer runs alongside the eastern boundary by the existing properties on Craig View and requires a 6m easement.
- **Low Voltage Underground Cable:** A low voltage underground cable crosses a small section of the site between Lund House and Jackland House Farm.
- **Disused Underground Electrical Cable:** A disused underground electrical cable crosses the site in a north east direction, from its south western boundary near Lund House in a north eastern direction towards the Business Parks adjacent to the Site's northern boundary.



Allocated Sites



Committed Developments



Committed developments - part implemented



High Pressure Gas Main (6m easement)



Water Main (8m easement (4m either side))



Public sewer (6m easement)



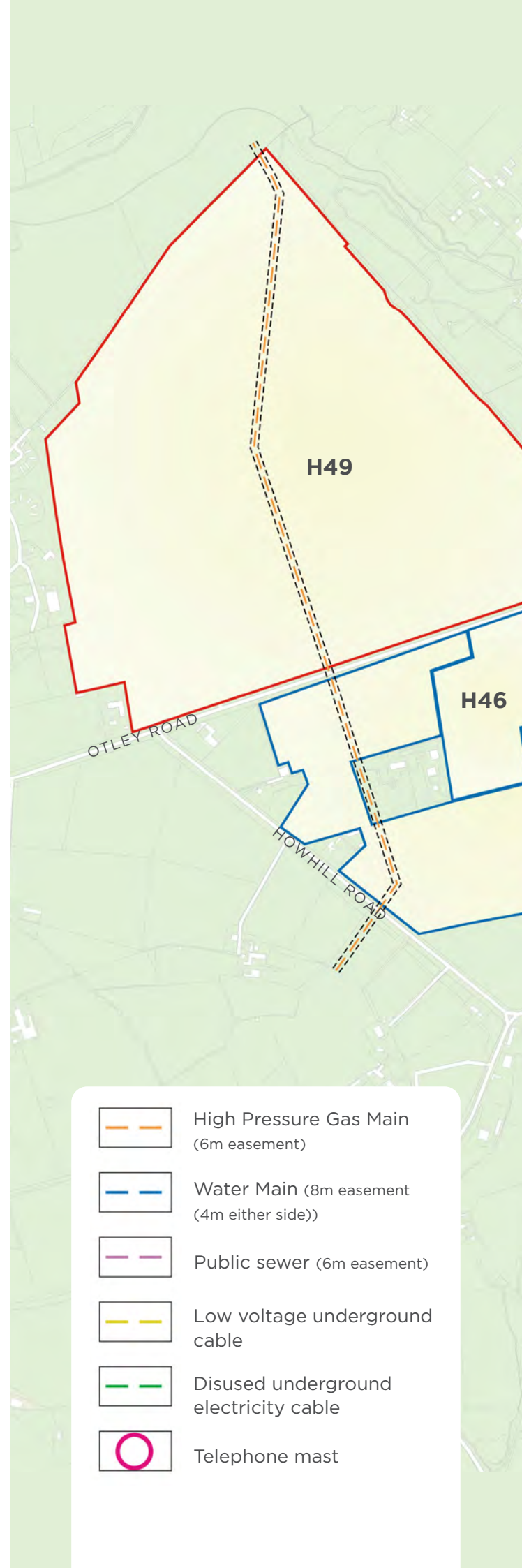
Low voltage underground cable

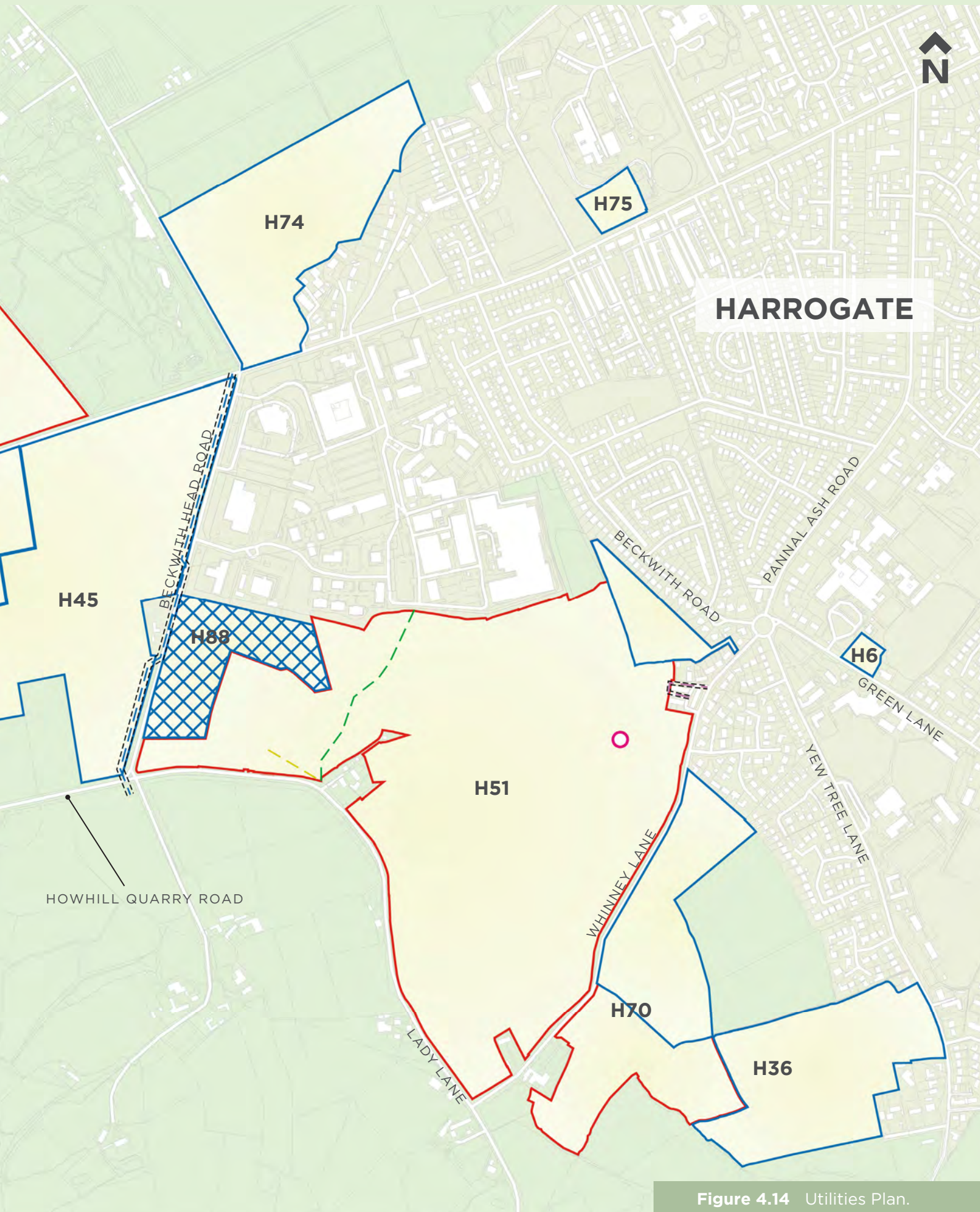


Disused underground electricity cable



Telephone mast





4.12 Areas of Sensitivity

This section set out the location of areas within the study area that are highlighted as being particularly 'sensitive' in terms of the consideration of housing density, landscaping, topography, scale and massing and details such as specification of materials.

It also sets out the location of areas within the study area that are highlighted as being 'sensitive' in terms of the need to ensure appropriate housing density, scale and massing (including building heights), specification of materials and landscaping. The location of these sensitive areas are shown in Figure 4.15 on Pages 79 & 80.

Study Area Characteristics

- Rural setting with very low density, dispersed development within study area and to the surrounding countryside comprising pasture fields with mature trees within fields or on field boundaries. Field boundaries of dry stone walling or hedgerows (and some post and rail fencing).
- Contrasting semi-rural / suburban / business park and industrial settings to the edges of the study area (presence of Cardale Park on the northern edge of H51, housing development on the edge of Harrogate). Cardale Park is a well treed business / industrial park with stone boundary walls, but largely screened from within H51 by a tree belt.
- Rural lanes bordered by grass verges and gritstone boundary walls or hedgerows (including hedgerow trees). A road, forming approach to Harrogate, along Otley Road with same features. Roads along Cardale Park and along Whinney Lane have road improvements such as the introduction of pavements and street lighting.
- Traditional buildings are walled in gritstone with roofs mainly covered in graduated stone slates, pan tiles or blue/grey/Welsh slate. Window openings of generally modest scale. Detailing includes chimney stacks at gables, internal to wall (not present on farm buildings). Some stone tabling at verges with kneeler stones. Stone cills and opening heads. Some stone brackets at eaves to support rainwater goods. Traditional farm buildings in the same materials with few openings usually located in a courtyard layout or at right angles to the farmhouse.
- 20th Century housing located outside of the study to the north east corner of H51, including: orange/red/brown brick and mock timber frame dwellings with concrete / interlocking pan tiles to east side of Whinney Lane (north end). Brick dwelling with render panels and concrete / interlocking pan tiles along Beckwith Road. New housing to east of H49 at Crag Lane (Harlow Green development) in sandstone or brick and grey concrete tiles.

Sensitive areas

1. H51 Context of Lund House, Jackland House Farm, including land which adjoins proposed access into site from Lady Lane.



Key reason for sensitivity: The need to minimise harm to the setting of the Grade II Listed (Lund House and Barn) and non-designated heritage assets (Jackland House Farm). The desirability of creating a gateway into the study area that provides a successful transition from a rural setting to a suburban environment.

2. Edge of H51 (south / western edge) adjoining Lady Lane.



Key reason for sensitivity: Edge of study area location adjoining open countryside. Also, part of the setting of Lund House and Jackland House Farm and other traditional buildings.

3. South eastern zone of H51 where it meets Whinney Lane and Lady Lane.



Key reason for sensitivity: Edge of study area location adjoining open countryside. Presence of existing views across the study area. Presence of traditional buildings.

4. Edge of H45 (south western) where it meets Howhill Road



Key reason for sensitivity: Edge of study area location adjoining open countryside.

5. Edge of H45 (south) where it meets Howhill Quarry Road.



Key reason for sensitivity: Edge of study area location adjoining open countryside.

6. Edges of H45 and H49 (north and south respectively) where they meet Otley Road.



Key reason for sensitivity: Development located on major approach towards Harrogate – the desirability of creating a high-quality edge to study area on this approach, taking into account the relationship between the two sites.

7. Edge of H49 (west)



Key reason for sensitivity: Edge of site location partially adjoining open countryside.

8. Edges of H49 (north and east)

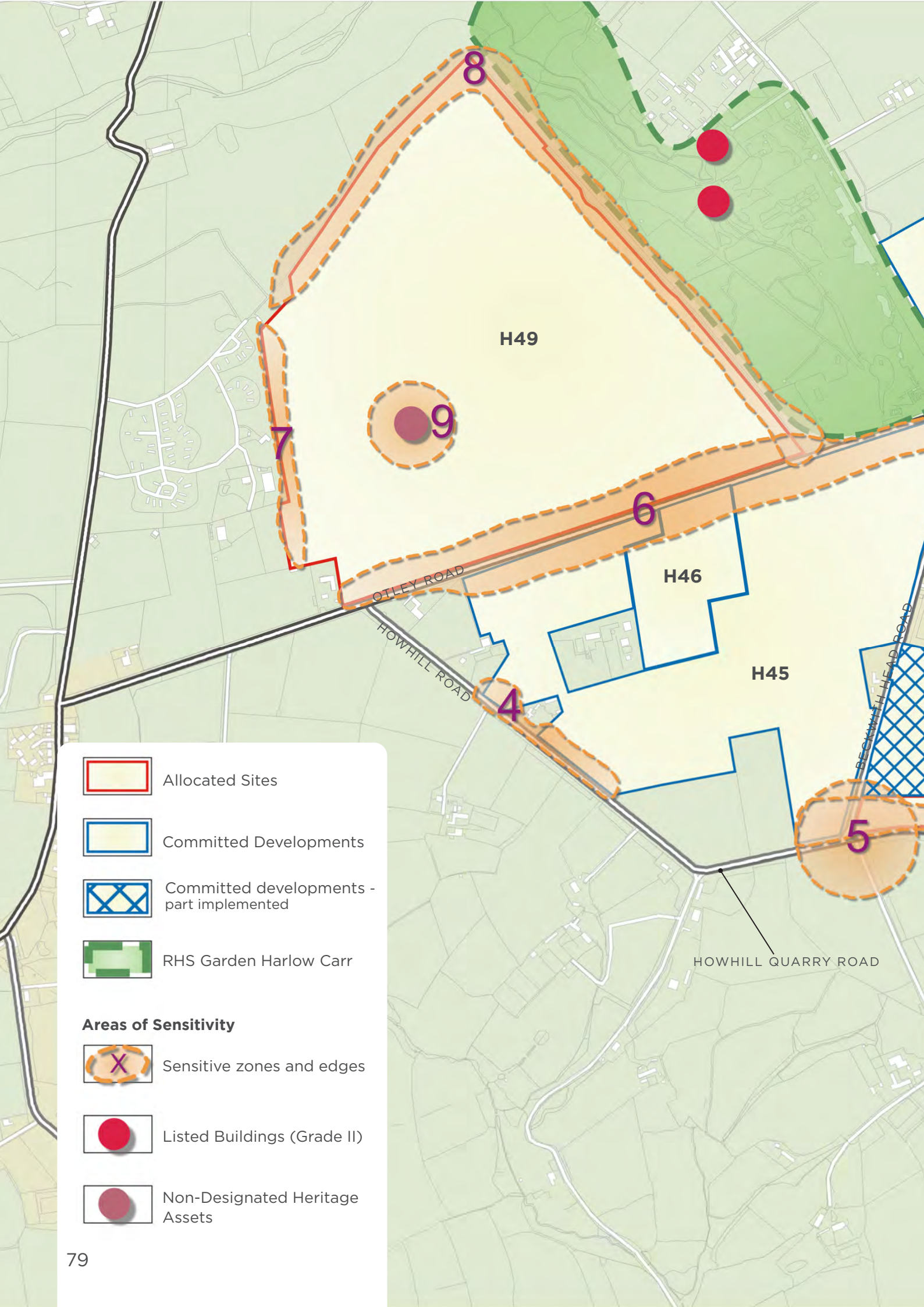


Key reason for sensitivity: Presence of protected woodland on northern edge and RHS Harlow Carr on eastern edge.

9. Context of Windmill Farm, which lies within interior of site and is to be retained



Key reason for sensitivity: The need to minimise harm to the setting of the non-designated heritage asset at Windmill Farm.



Allocated Sites



Committed Developments



Committed developments - part implemented



RHS Garden Harlow Carr

Areas of Sensitivity



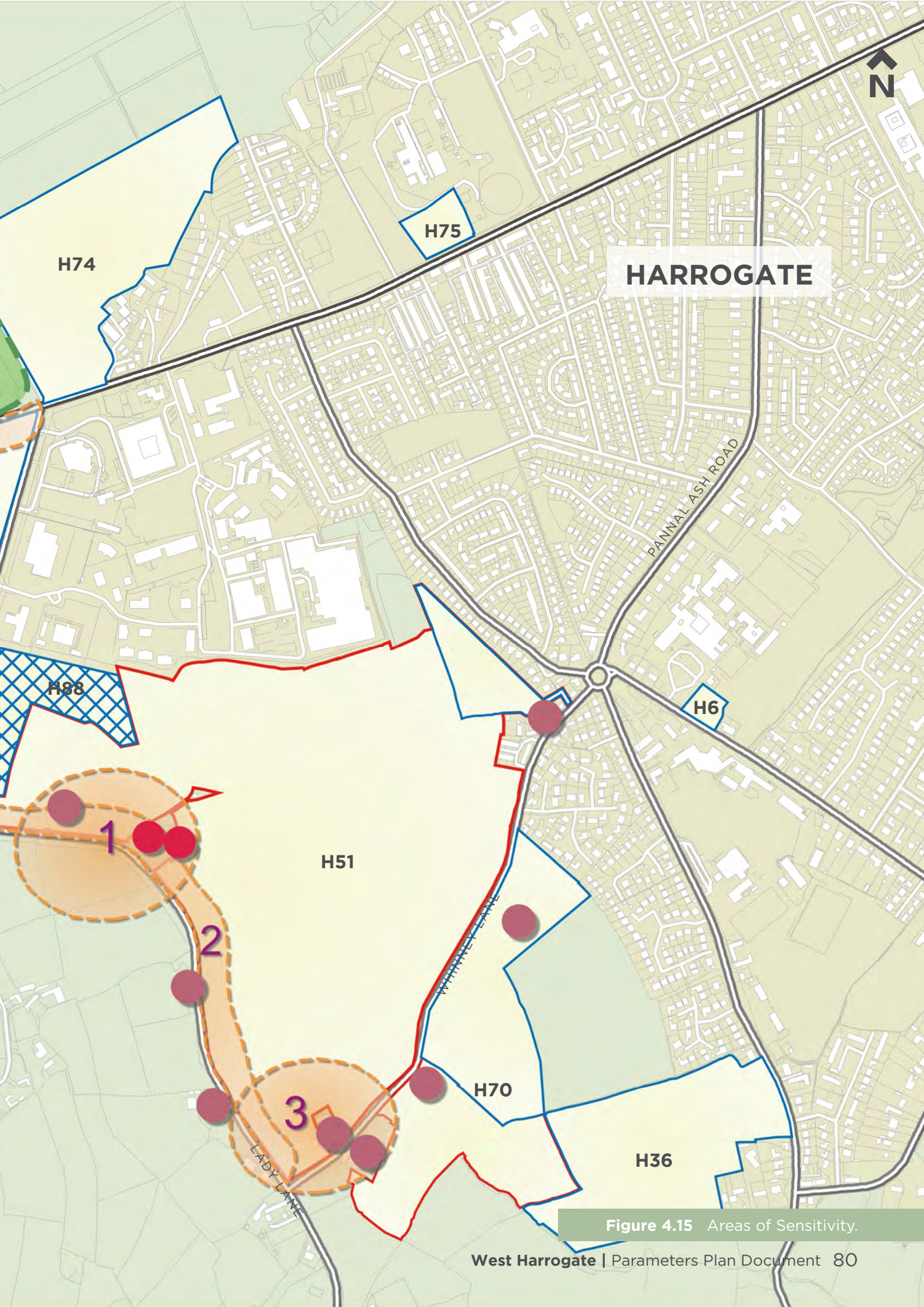
Sensitive zones and edges



Listed Buildings (Grade II)



Non-Designated Heritage Assets



HARROGATE

H74

H75

H88

H6

H51

H70

H36

1

2

3

Figure 4.15 Areas of Sensitivity.