

05

Design Influences

The baseline studies, taken together, have informed the identification of the design influences for development at the study area. A number of the design influences are inherently more strategic in nature and, therefore, can be seen to be common throughout the study area. These include the need to maximise the retention of existing landscape features, retain and enhance areas of ecological value, and ensure the new homes are supported by an appropriate range of community facilities and services. Therefore, the first part of this chapter establishes the study area-wide influences and the suggested design responses. In turn, the second part of this chapter then sets out the site-specific design influences for H45, H49 and H51, together with the suggested design responses.

The influences are illustrated on a series of plans. All plans are supported by tables which describe the influences and the suggested design response. Together, these tables and plans provide a clear set of key parameter design principles to inform the subsequent design strategy and Concept Masterplan set out in Chapter 6: Design Strategy and Chapter 7: West Harrogate Concept Masterplan.



Retention and enhancement of existing landscape features.



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



Respect the setting of the listed buildings.



Respect local character.



Maintain key views.

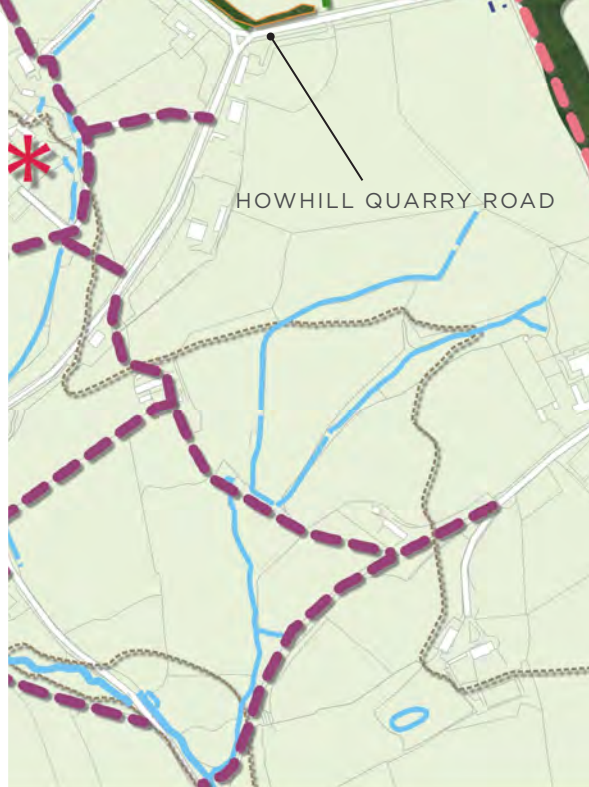
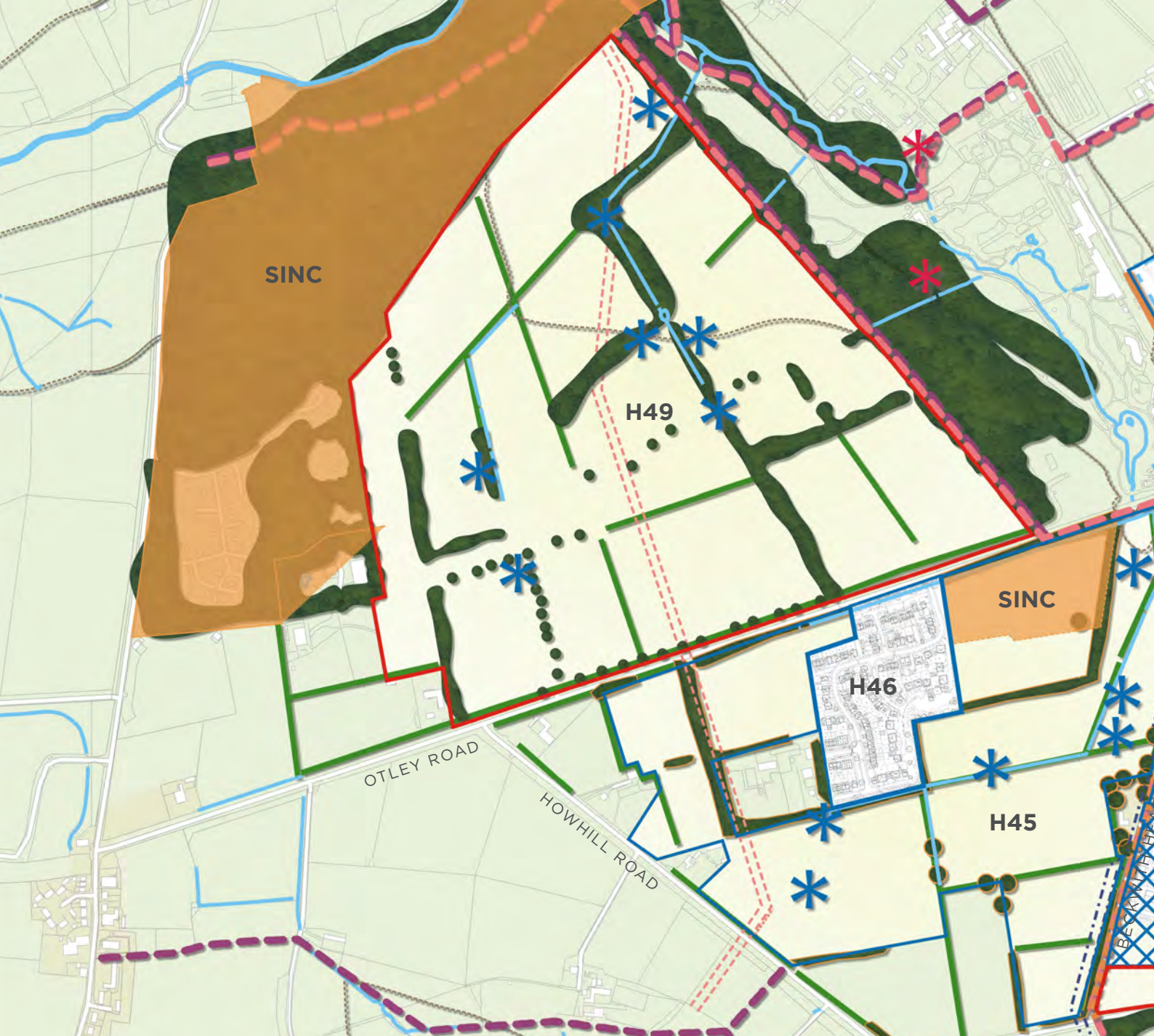


Relationship with new housing at H46.

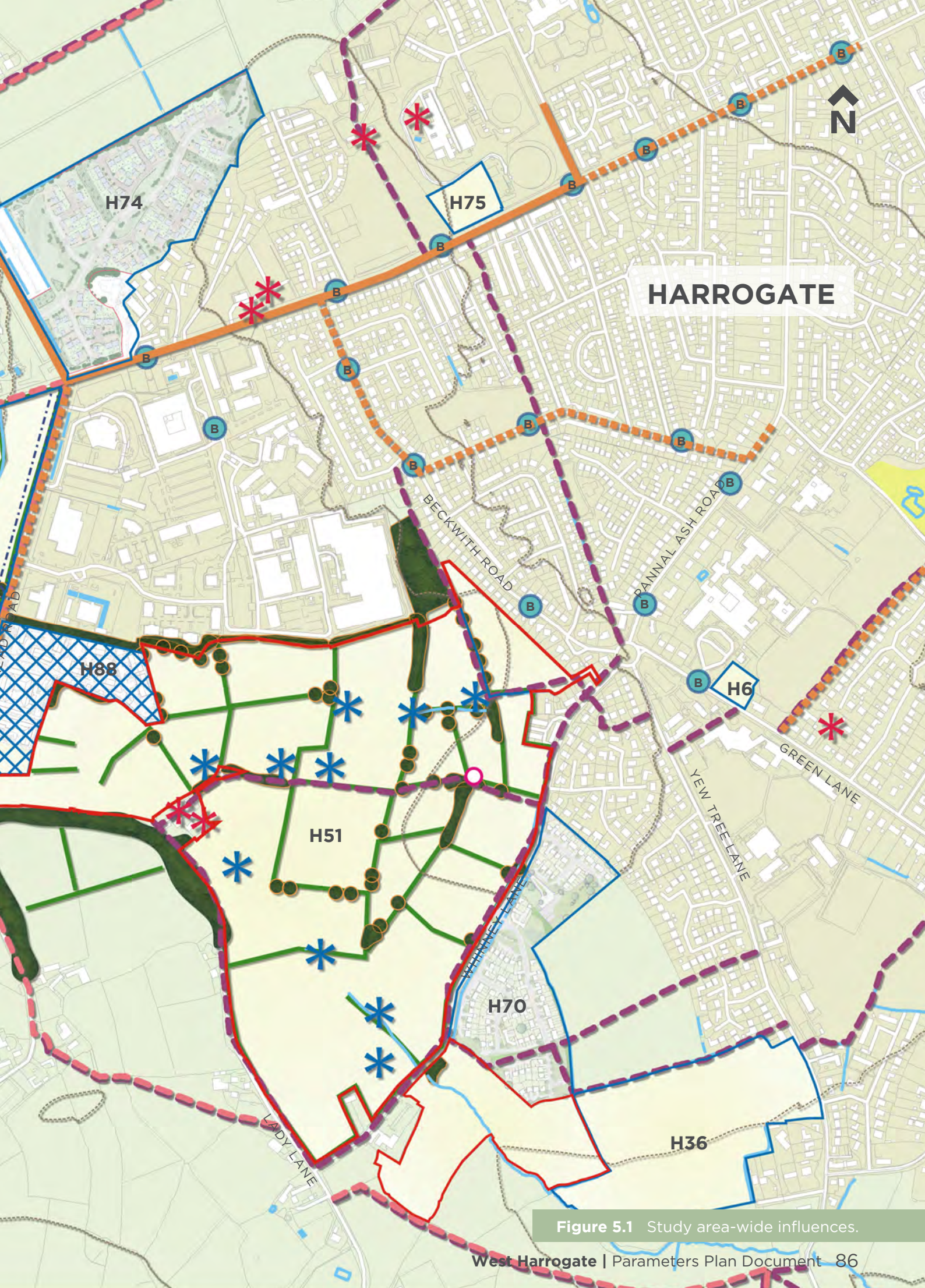
Study area-wide Design Influences and Design Responses

SITE-WIDE CONSTRAINTS AND OPPORTUNITIES		
Design Influence	Design Response	Figure no. reference
<p>1. Topography & Hydrology</p> <p>The topography of the study area will dictate the location of SuDS features.</p>	<p>To provide a network of SuDs features, where possible and/or appropriate, located at the site's low points to manage surface water run-off and designed to maximise landscape and biodiversity benefits.</p> <p>Consideration to be made of the impact of introducing built form on rising land / high points in terms of visual impact and how interventions to the land to level out may affect appearance / field boundaries. Advantage to be taken of views across the site and also those looking out to landscape features. Development to be designed appropriately in these locations.</p>	<p>Figure 5.1: Study area-wide influences and Figure 6.1: Green and Blue Infrastructure Strategy.</p>
<p>2. Existing Landscape Features</p> <p>The vast majority of the study area's existing landscape features should be retained and enhanced where possible, and compensatory planting to be provided where it is necessary to remove existing vegetation to facilitate vehicular access.</p>	<p>Create a robust network of green corridors and open spaces, as part of the public open space, to retain and enhance the existing trees, hedgerows and ditches for ecological and recreational purposes. Retention will maintain an existing key characteristic of the study area.</p>	
<p>3. Ecological Features</p> <p>The existing trees, hedgerows, woodlands, ponds, ditches and areas of more species-rich semi-natural grassland provide important wildlife habitats and wildlife corridors.</p>	<p>Maximise the retention and enhancement of these existing features. Ecological mitigation and enhancement measures to be applied, including the restoration of species rich grassland and the planting of new native tree, shrub and wildflower species. The badger setts on H51 are to be retained and buffered where possible, with the buffers forming an integrated part of the site's wider green and blue infrastructure.</p>	
<p>4. Existing Blue Infrastructure</p> <p>There are a number of existing watercourses and ponds (ordinary and minor) within the study area.</p>	<p>Existing watercourses should be retained, enhanced and brought into favourable management, and integrated into SuDS features such as swales and drainage basins, as an integral part of the green and blue infrastructure network. Opportunities to de-culvert agricultural drains should be sought, where possible.</p>	
<p>5. Study area-wide pedestrian and cycle connectivity</p> <p>In order to encourage active travel and more sustainable movement patterns, safe and direct pedestrian and cycle connectivity should be achieved across the study area.</p>	<p>To provide pedestrian and cycle routes, supported by safe crossing points across existing road, across the study area. This shall link all allocation sites H36, H70, H51, H45 and H49 and include an exemplar, walking and cycling route, segregated where possible, in accordance with LTN1/20 principles, linking all application sites between Yew Tree Lane, Whinney Lane, Beckwithhead Road and Otley Road.</p>	

<p>6. Bus Connectivity</p> <p>The strategic nature of the study area means access to public transport is a key consideration for encouraging more sustainable movement patterns.</p>	<p>To provide a bus route that is frequent and accessible through the proposed development in order to maximise its sustainability credentials.</p>	<p>Figure 6.5: Bus Connectivity Strategy.</p>
<p>7. Principal Street Structure</p> <p>A connected network of main streets is required to create a neighbourhood that is easy to navigate and understand.</p>	<p>A connected street pattern is be created throughout. These should be designed in a manner which encourages use by active modes of travel, including straight or nearly straight principal streets to make pedestrian and cycle routes as direct as possible.</p>	<p>Figure 6.6: Principal Street Structure Strategy.</p>
<p>8. Supporting Community Facilities and Services</p> <p>The new homes are required to be supported by new community facilities and services in accordance with local plan policies supporting the allocated sites.</p>	<p>To provide a range of non-residential uses to create a vibrant new neighbourhood, including two primary schools, two local centres, employment land and sports pitches.</p> <p>Location of non-residential to relate strongly with proposed pedestrian, cycle, public transport and principal street structure, routes and connections to maximise accessibility/active travel, create a legible environment and a strong sense of place. The new community facilities and services will be located to be within walking/cycling distance of existing residents, as well as the new ones proposed as part of the development of West Harrogate.</p>	<p>Figure 6..3: Pedestrian Movement Strategy.</p> <p>Figure 6.4: Cycle Movement Strategy,</p> <p>Figure 6.5: Bus Connectivity Strategy.</p> <p>Figure 6.6: Principal Street Structure Strategy.</p> <p>Figure 6.7: Built Form Strategy.</p>
<p>9. Appropriately Scaled and Designed Buildings</p> <p>The new homes and non-residential buildings need to reflect their location within the study area / individual sites.</p>	<p>For appropriately scaled buildings to create a series of character areas based upon their location within the individual sites and their relationship with the wider context. For example, lower densities and lower building heights (e.g. maximum of 2 storeys) are to be located adjacent to the countryside edges, whilst higher densities and increased building heights will mark the more central development areas. When combined with landscape and building form this will assist in creating different areas of recognisable character. This variety of character will reinforce a sense of place and aid legibility.</p> <p>Key buildings and groupings will create new gateways throughout the study, marking important road approaches such as Otley Road and overlooking pedestrian connections from nearby public footpaths.</p> <p>The non-residential buildings will inherently create new local landmarks that will be clearly distinguishable from the new homes, offering visual stimulation and delight.</p>	<p>Figure 5.8: Built Form Strategy.</p>



- | | | | |
|---|---|---|--|
|  | Allocated Sites |  | Existing vegetation - Woodland/hedgerows |
|  | Committed Developments |  | Existing vegetation - Hedges |
|  | Committed developments - part implemented |  | Existing vegetation - Trees |
|  | Public Footpaths |  | Trees with Tree Preservation Orders |
|  | Recreational Routes |  | Existing contours |
|  | Cycle Routes - constructed/under construction |  | Existing watercourses |
|  | Cycle Routes - not yet constructed |  | Gas Mains |
|  | Bus Stops |  | Water Mains |
|  | Local Nature Reserve |  | SINC |
|  | Listed Buildings (Grade II) |  | Indicative location for SuDs features |



HARROGATE

Figure 5.1 Study area-wide influences.

H45 Design Influences & Design Responses

H45		
Key Number	Design Influence	Design Response
1	Underground gas main and associated 6m easement.	Potential for green corridor over gas main easement.
2	Underground water main and associated 8m.	Potential for green corridor over water main easement.
3	H46 indents the central northern section of H45. Care should be taken to respect the amenity of the homes within H46.	Where H46's homes back onto boundary, new homes in H45 should also back onto boundary. Where H46's homes front onto boundary, new homes in H45 should front onto boundary with appropriately sized open space accommodating existing and new landscaping. At least two pedestrian links should be provided into H46 from H45.
4	The south western (Howhill Road) and southern (Howhill Quarry Road) parts of H45 abut the open countryside beyond.	Create a considered and appropriate transition between the built edge and the adjacent countryside whereby lower densities, varied set back distances and orientations overlook well-landscaped areas of open space to integrate with the countryside beyond. The retention of existing dry stone walls should form a key characteristic of H45's countryside edge.
5	Bluecoat Field SINC is located in the north eastern part of H45.	To retain and enhance as part of H45's green and blue infrastructure. Protect sensitive areas from over-use by appropriate fencing, and include a recreational route around the edge of the SINC to minimise adverse impacts from very heavy recreational pressures.
6	The Harrogate Ringway passes the site along Beckwith Head Road.	New pedestrian linkages should be provided onto Beckwith Head Road to maximise connectivity with the Harrogate Ringway. These linkages could also facilitate cycle connectivity onto the existing shared footway/cycle path on Beckwith Head Road.
7	Public footpath 15.108/9/1 leads westwards from Howhill Road.	Locate a linkage onto Howhill Road adjacent to the existing public footpath. A key building or building grouping should be located adjacent to this linkage to mark this pedestrian gateway into H45.
8	Pedestrian and cycle connectivity onto Otley Road.	Pedestrian and cycle linkages should be provided onto Otley Road to tie in with existing infrastructure close to H45's north eastern corner. Continuous pedestrian and cycle routes, segregated where possible, in line with LTN1/20, should be provided which link H49 to the other sites within West Harrogate.
9	The northern parts of H45 abut Otley Road, a key approach into Harrogate.	The existing trees, hedgerows, ditches, and dry stone wall should be retained within a linear area of open space to reinforce the existing avenue along Otley Road to create a distinctive boulevard. New homes should be set behind a strong avenue of large canopy trees, exhibiting a mixture of species to build resilience to disease, will create a strong, regular rhythm that marks the entrance to Harrogate. Potential for new tree planting to fill gaps in existing hedgerow.
10	An existing watercourse, Harlow Slack, runs through H45.	Harlow Slack is an important watercourse which contributes to providing into the pond network at RHS Harlow Carr, and should be retained within a green/blue corridor.
11	The western boundary of H45 exhibits key views towards the adjacent countryside.	Ensure that dwellings located along the western boundary of H45 are orientated to maximise views outwards and that density is appropriate to this sensitive edge, as well as aligning key streets with the view corridors.

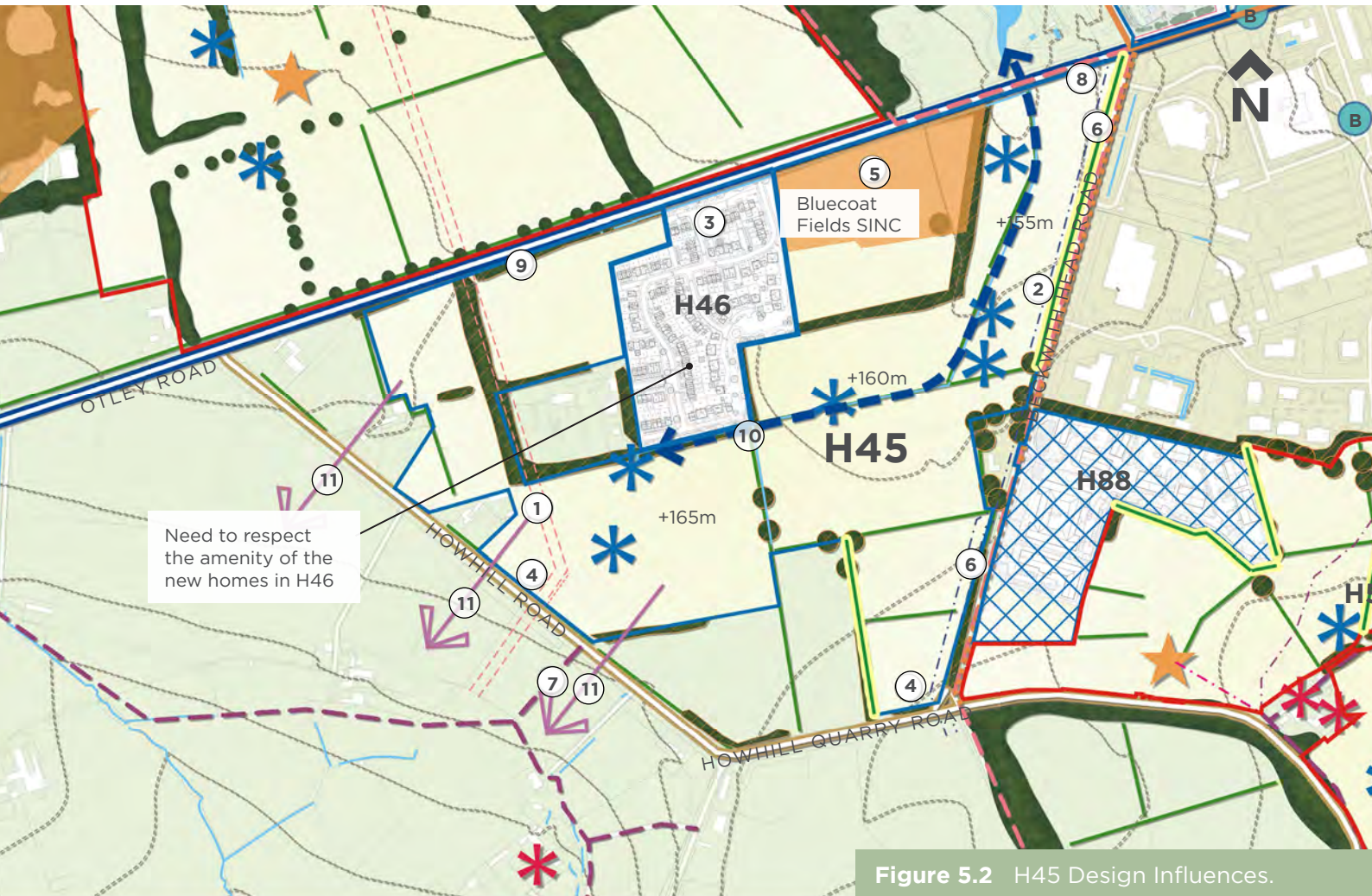




























Figure 5.2 H45 Design Influences.






















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|---|---|---|--|
|  | Allocated Sites |  | Existing vegetation - Hedges |
|  | Committed Developments |  | Important Hedgerows (As per Ecological Appraisals for H45 and H51, 2012 & 2018 respectively. Information not available for H49 at time of writing) |
|  | Committed developments - part implemented |  | Existing vegetation - Trees |
|  | Public footpaths |  | Existing vegetation - Trees with Tree Preservation Orders |
|  | Harrogate Ringway |  | Existing contours |
|  | Cycle Routes - constructed/under construction |  | Existing watercourses |
|  | Cycle Routes - not yet constructed |  | Blue/Green Corridor associated with Harlow Slack |
|  | B Roads |  | Gas Mains (6m easement) |
|  | Local Roads/Lanes |  | Water Mains (8m easement (4m either side)) |
|  | Bus Stops |  | Low voltage underground cable |
|  | Listed Buildings (Grade II) |  | Existing views towards adjacent countryside |
|  | Non designated Heritage Assets |  | SINC |
|  | Existing vegetation - Woodland/hedgerows |  | Indicative locations for SuDS features |

H49 Design Influences & Design Responses

H49		
Key Number	Design Influence	Design Response
1	Underground gas main and associated 6m easement.	Potential for green corridor over gas main easement.
2	RHS Garden Harlow Carr is located immediately to the north east of H49.	The new development should be set back behind areas of linear landscaped open space located alongside RHS Garden Harlow Carr such that it minimises impact on the setting of the gardens or the listed buildings located within. Development should overlook this open space to maximise natural surveillance opportunities. The open space framework within the eastern areas of H49 should provide framed views north eastwards towards RHS Garden Harlow Carr.
3	The Harrogate Ringway runs adjacent to H49's north eastern boundary.	Pedestrian link at the northernmost corner of H49 should be provided to provide a connection to the Harrogate Ringway in order to facilitate connections to the existing public rights of way network, the Harrogate Link and Pinewoods. New pedestrian routes in H49 should maximise connectivity to this new point of connection.
4	The Birk Crag and Cardale Woods SINC bounds H49 to the north and west.	Locate a linear area of green space alongside the SINC to provide scope for new landscaping to enhance the edge of the SINC. Green space to be overlooked by new homes and contain new recreational routes. Consider opportunities for carefully located seating areas and natural play trail within open space.
5	Pedestrian and cycle connectivity onto Otley Road.	Pedestrian/cycle links should be provided across Otley Road to tie in with proposed pedestrian and cycle routes within H45. Furthermore, a new pedestrian/cycle route should be provided along Otley Road which connects with the cycle routes highlighted on Figure 4.9. Continuous pedestrian and cycle routes, segregated where appropriate in line with LTNI/20 should be provided which link H49 to the other sites within West Harrogate.
6	The southern parts of H49 abut Otley Road, a key approach into Harrogate.	The existing trees, hedgerows and dry stone wall should be retained within a linear area of open space to reinforce the existing avenue along Otley Road to create a distinctive boulevard. New homes should front this space and be sited to create a strong, regular rhythm of buildings that marks the entrance to Harrogate. Potential for new tree planting to fill gaps.
7	The south western corner of H49 abuts the countryside beyond.	Create a considered and appropriate transition between the built edge and the adjacent countryside (particularly along Lady Lane) whereby lower densities, varied set back distances and orientations overlook well-landscaped areas of open space to integrate with the countryside beyond.
8	The non-designated heritage asset at Windmill Farm lies within the interior of H49.	Ensure the setting of the Windmill Farm is respected through the sensitive location of open space.
9	Existing watercourses and ponds are located within H49.	The existing watercourses and ponds will be retained and carefully managed to ensure that no harm is brought to existing habitats.
10	There is a key view from within H49 in the north western part of the site.	To retain the existing view across the valley to the east through the alignment of roads and building heights.



Figure 5.3 H49 Design Influences.























- | | |
|---|---|
|  Allocated Sites |  Existing vegetation - Woodland/hedgerows |
|  Committed Developments |  Existing vegetation - Hedges |
|  Committed developments - part implemented |  Existing vegetation - Trees |
|  Public footpaths |  Existing vegetation - Trees with Tree Preservation Orders |
|  Harrogate Ringway |  Existing contours |
|  Cycle Routes - constructed/under construction |  Gas Mains (6m easement) |
|  Cycle Routes - not yet constructed |  SINC |
|  B Roads |  Potential locations for drainage features |
|  Local Roads/Lanes |  Existing watercourses and water bodies |
|  Listed Buildings (Grade II) |  Existing views across valley to the east |
|  Non designated Heritage Assets | |

H51 Design Influences & Design Responses

H51		
Key Number	Design Influence	Design Response
1	Public sewer and associated 6m easement runs alongside a small section of the eastern boundary adjacent to Craig View.	Small area of open space located over public sewer easement.
2	Low voltage underground cable crosses a short section of the site.	Opportunity to either divert the cable or to locate open space along its route.
3	Cardale Business Park bounds H51 to the north and the employment and health care uses of site H88 bound H51 to the west.	Locate employment uses in the north western part of H51. Potential for pedestrian/cycle connectivity to H88 subject to land ownership restrictions within H88. Proposed employment uses should be designed to reflect the existing employment uses at Cardale Business Park.
4	Topography of the site presents high and low ground which should be addressed appropriately. High points, and more sensitive areas, of the site means that views to the wider countryside to the south west are possible, including to Almscliffe Crag. The lower parts of the site should determine where drainage basins are situated.	Maintain a view corridor south westward to Almscliffe Crag. Can be located along a street or an area of linear open space. Take account of other views across the site, such as that from Whinney Lane to the Lund House group. Furthermore, the scale and massing of the buildings situated on the higher ground should be of an appropriate size in response to where they are to be situated. Sustainable Drainage System features and conveyance swales can be located at the lower parts of the site to control the surface water run-off across the site.
5	The south eastern and south western parts of H51 abut the open countryside beyond. A number of non-designated heritage assets are located along Whinney Lane and Lady Lane.	Create a considered and appropriate transition between the built edge and the adjacent countryside (particularly along Lady Lane) incorporating groups of small, native tree planting, lower building densities, varied set back distances and dwelling orientations that overlook the lanes to integrate them into the development. Area adjacent to junction of Whinney Lane and Lady Lane offers opportunity to create a landscaped gateway to the new development. Open spaces should reflect the existing agricultural/landscape character of the area.
6	A number of the existing trees are covered by Trees Preservation Orders.	The protected trees should be retained and protected to form an integral part of the Site's proposed green and blue infrastructure.
7	Two public footpaths run through H51. One in the north east corner (connecting north – south) and one in the middle of the site, running east – west through the site.	The footpath in the north-east corner is to be retained as existing. The central footpath is to continue along its existing route and protected within a generous green corridor which connects with H51's wider network of green spaces. Opportunity exists to upgrade the surface of the public footpath where it passes through H51 to be usable year-round.
8	Public footpath 15.108/17/1 leads westwards from Lady Lane and public footpath 15.54/131/2 leads eastwards from Whinney Lane.	Locate pedestrian linkages onto Lady Lane and Whinney Lane adjacent to the existing public footpaths. Locate gateway buildings or groupings overlooking these footpath connections.
9	Grade II listed Lund House and Barn and the non-designated heritage assets of Jackland House Farm, Linton Cottage and The Old Poor House lie adjacent to H51's western boundary.	Locate areas of open space adjacent to the buildings to minimise harm, create a gateway to the new development and assist in creating an appropriate transition with the countryside beyond. Landscape design of open spaces should be agricultural (i.e. pastoral fields) in character.
10	Pedestrian and cycle connectivity to wider West Harrogate sites.	Continuous pedestrian and cycle routes, segregated where appropriate in line with LTN1/20, should be provided which link H51 to the other sites within West Harrogate, and to the existing shared footway/cycle path along Beckwith Head Road.



Figure 5.4 H51 Design Influences.

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|---|---|---|--|
|  | Allocated Sites |  | Existing vegetation - Hedges |
|  | Committed Developments |  | Important Hedgerows (As per Ecological Appraisals for H45 and H51, 2012 & 2018 respectively. Information not available for H49 at time of writing) |
|  | Committed developments - part implemented |  | Existing vegetation - Trees |
|  | Public footpaths |  | Existing vegetation - Trees with Tree Preservation Orders |
|  | Harrogate Ringway |  | Existing contours |
|  | Designated & Approved Cycle Routes |  | Existing watercourses |
|  | Local Roads/Lanes |  | Low voltage underground cable |
|  | Bus Stops |  | Disused underground electricity cable |
|  | Listed Buildings (Grade II) |  | Low voltage underground cable |
|  | Non designated Heritage Assets |  | Indicative locations for SuDS features |
|  | Existing vegetation - Woodland/hedgerows |  | Existing telephone mast |

06

Design Strategy

The previous chapter analysed the study area-wide and site-specific design influences, supported by a set of design responses. This section sets out how the design responses have evolved into a set of character areas and design strategies.

This section also shows how key infrastructure, such as schools, sports pitches and pedestrian and cycle connections will be accommodated across the sites.

Design Strategies

- **Green and Blue Infrastructure**
- **Pedestrian Movement**
- **Cycle Movement**
- **Public Transport**
- **Vehicular Movement**
- **Built Form**

The character areas will be based upon the previous analysis work which has been discussed in section 4 of this document. They will form a number of different areas across H45, H49 and H51, which have derived from the sites' relationship with the existing context, landscape and on-site features.

The aim of the design strategies is to broadly lay out the principles for development across the sites, and to show how the sites can be designed comprehensively. The design strategy plans do not describe precise locations for design elements such as cycle routes, internal vehicular movement, built form and public open space, rather they are to inform the design of the more detailed design work which would be part of any Outline and subsequent Reserved Matters Applications.



High quality green & blue infrastructure.



Direct pedestrian links which pass by areas of public open space.



Designated cycle routes.



Accessible new bus routes and bus stops.



High quality, sensitively designed new homes



Direct vehicular routes

Peripheral green corridors will be provided to ensure the existing habitats along the sites boundaries the SINC to the north/west and the RHS gardens to the east will be preserved.

Key green corridors will facilitate the main pedestrian and wildlife connectivity through the allocation.

SINC











POT BANK

Existing hedgerow and tree planting to be reinforced to create a strong avenue to ensure the sites sit within a strong landscape framework.

HOWHILL ROAD

SINC

Key wildlife connectivity along the route of existing vegetation and watercourses, which will form green corridors through the allocation.

-  Allocated Sites (H49 & H51)
-  Committed Development (H45)
-  Important hedgerows to be retained and inform development (as per Ecological Appraisals for H45 and H51, 2012 & 2018 respectively. Information on important hedgerows in H49 not available at time of writing)
-  Hedgerow/trees should be retained where possible
-  Key green infrastructure corridors
-  Key green/blue infrastructure corridors
-  Existing planting to boundary enhanced where possible
-  Site of Importance to Nature Conservation (SINC)
-  Existing watercourses
-  Potential indicative location for SuDS features



- Study Area-wide Influences (refer to p.83 & 84)**
1. Topography & SuDS
 2. Existing Landscape Features
 3. Ecological Features
 4. Existing Blue Infrastructure

SINIC to be retained and protected within an area of Public Open Space. Fencing will be provided where appropriate to prevent overuse.

Green/blue corridors provide connections encompassing existing watercourses and vegetation, and provide attractive landscape features within the allocations.

Higher ground of the allocation and existing public right of way will be retained within a green movement corridor and will form a main east - west connection through H51.

Green/blue corridor to be informed by the low lying topography and has the potential for compatibility with drainage features.

Tree and hedge planting to create a softened edge with the countryside beyond.



Figure 6.1 Green and Blue Infrastructure Strategy.

The proposed green and blue infrastructure corridors will connect with existing strategic green links to maximise connectivity with Harrogate Town Centre and the existing long distance recreational Routes (Harrogate Ringway and Harrogate Link).

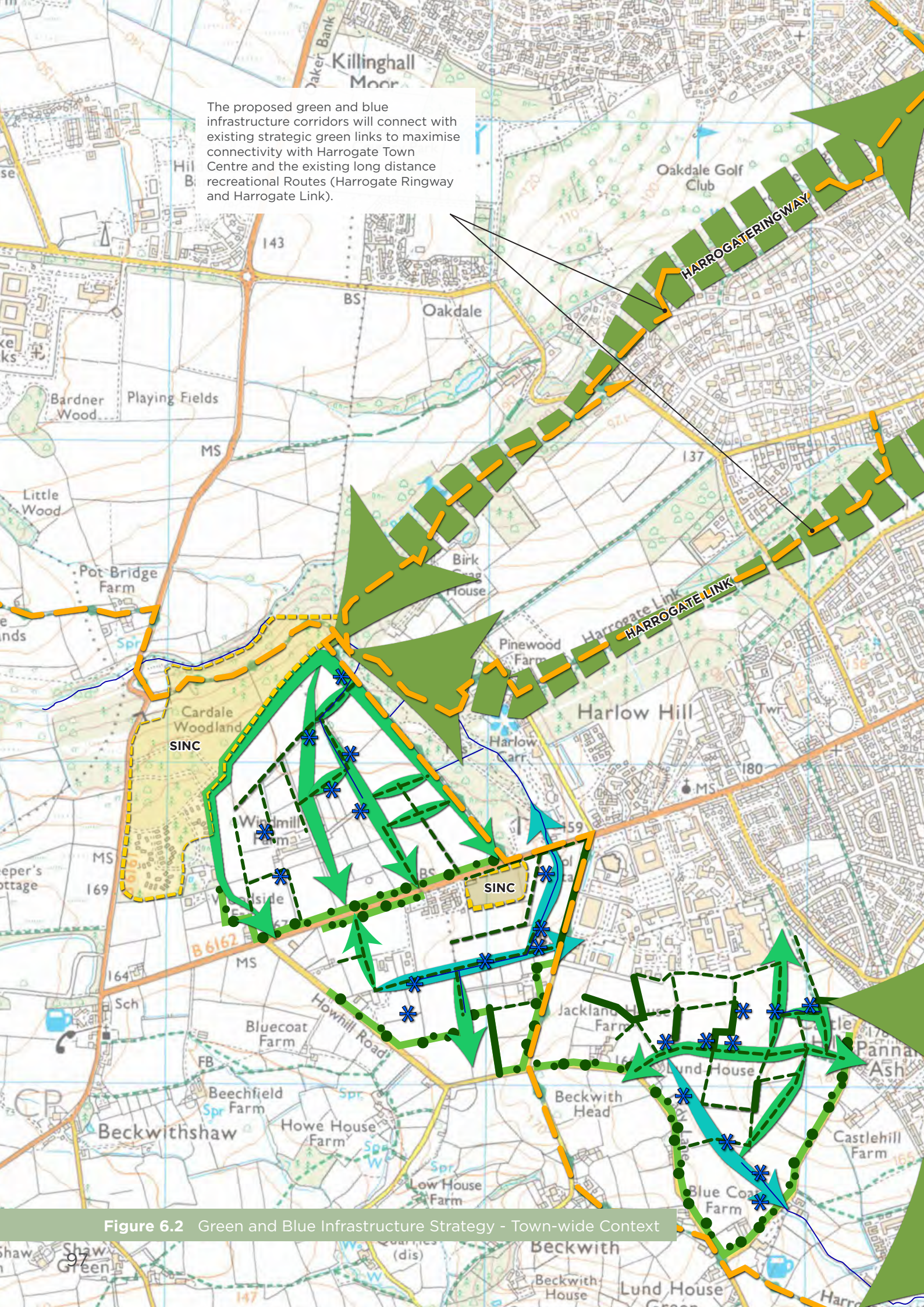
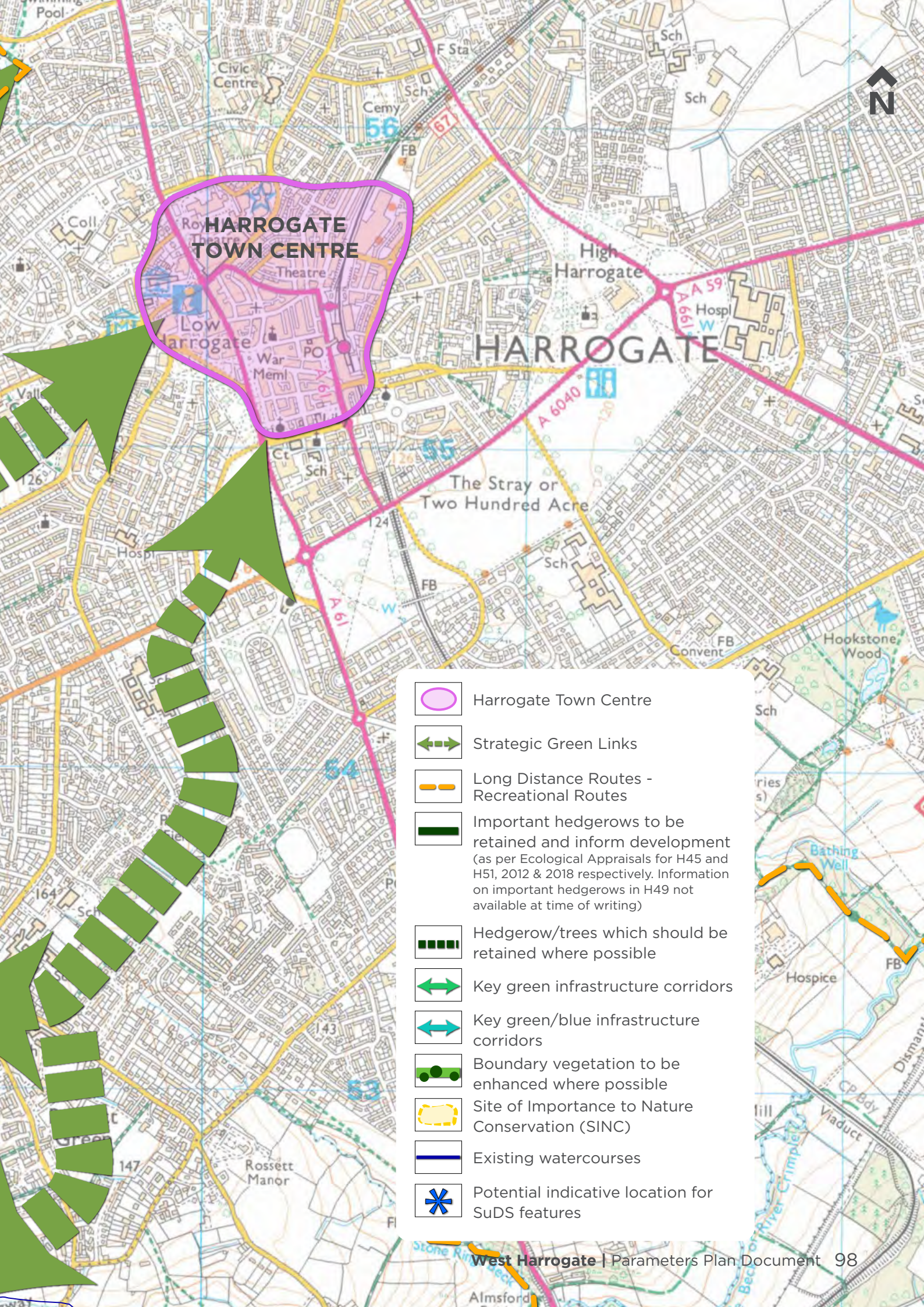













Figure 6.2 Green and Blue Infrastructure Strategy - Town-wide Context



-  Harrogate Town Centre
-  Strategic Green Links
-  Long Distance Routes -
Recreational Routes
-  Important hedgerows to be
retained and inform development
(as per Ecological Appraisals for H45 and
H51, 2012 & 2018 respectively. Information
on important hedgerows in H49 not
available at time of writing)
-  Hedgerow/trees which should be
retained where possible
-  Key green infrastructure corridors
-  Key green/blue infrastructure
corridors
-  Boundary vegetation to be
enhanced where possible
-  Site of Importance to Nature
Conservation (SINC)
-  Existing watercourses
-  Potential indicative location for
SuDS features



Proposed pedestrian connections to Harrogate Ringway.

Main north/south pedestrian movement through the Site.

Potential location for a primary school will be easily accessible via pedestrian routes.

Focal buildings will be positioned at the various entrances and key nodal points of the allocations.

Potential location for community allotments.

Potential location for a Local Centre adjacent to Otley Road.













Centrally located sports pitches and pavilion/community facility to serve the wider allocation.

Opportunity for potential links from H51 allocations to Beckwith Head Road through the adjacent employment land and along Lady Lane.

Study Area-wide Influences (refer to p.83 & 84)

5. Study area-wide pedestrian and cycle connectivity



-  Allocated Sites (H49 & H51)
-  Committed Development (H45)
-  Public Footpaths
-  National Trail/Long Distance Walking Route - Recreational Routes
-  Potential key pedestrian connectivity
-  Potential further connections
-  Potential locations for schools
-  Potential locations for local centres
-  Potential locations for sports pitches
-  Potential location for sports pavilion/community facility
-  Potential location for allotments
-  Potential location for employment areas

Existing Public Right of Way will be retained and will form a main east-west connection through H51.

Pedestrian routes should connect with the wider network of Public Rights of Way.

Focal buildings provide a strong entrance to the allocations and wider West Harrogate Area.

Potential location for a Primary School.

Potential location for a Local Centre.

LADY LANE
WHINNEY LANE

Figure 6.3 Pedestrian Movement Strategy.

Cycle route will extend through the centre of H49 and adjoin new pedestrian/cycleway along Otley Road at various locations.

Potential location for a primary school will be easily accessible via cycle routes.

Safe crossing points will be provided on Otley Road.

Potential location for a local centre adjacent to Otley Road.

Cycle routes will run from Beckwith Head Road to Otley Road, passing through the centre of H45 adjacent to the proposed community uses.

Cycle route to adjoin Lady Lane and run from H51 to Beckwith Head Road.

POT BANK

OTLEY ROAD

HOWHILL ROAD

BECKWITH HEAD ROAD

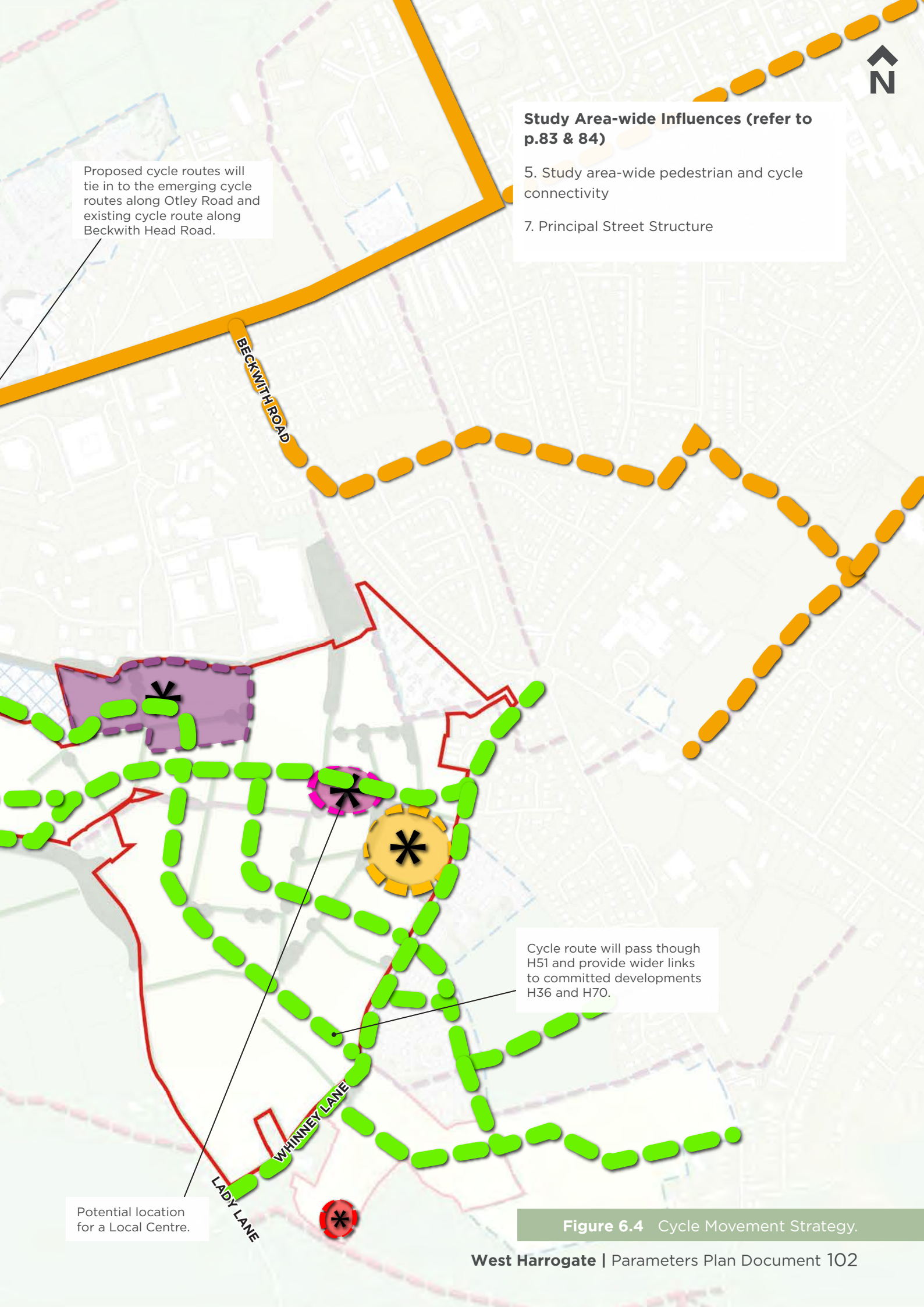
-  Allocated Sites (H49 & H51)
-  Committed Development (H45)
-  Cycle routes - constructed/under constructed
-  Cycle routes - not yet constructed
-  Potential locations for cycle routes
-  Potential locations for primary schools
-  Potential locations for local centres
-  Potential locations for sports pitches
-  Potential location for sports pavilion/community facility
-  Potential location for allotments
-  Potential location for employment area



Study Area-wide Influences (refer to p.83 & 84)

- 5. Study area-wide pedestrian and cycle connectivity
- 7. Principal Street Structure

Proposed cycle routes will tie in to the emerging cycle routes along Otley Road and existing cycle route along Beckwith Head Road.



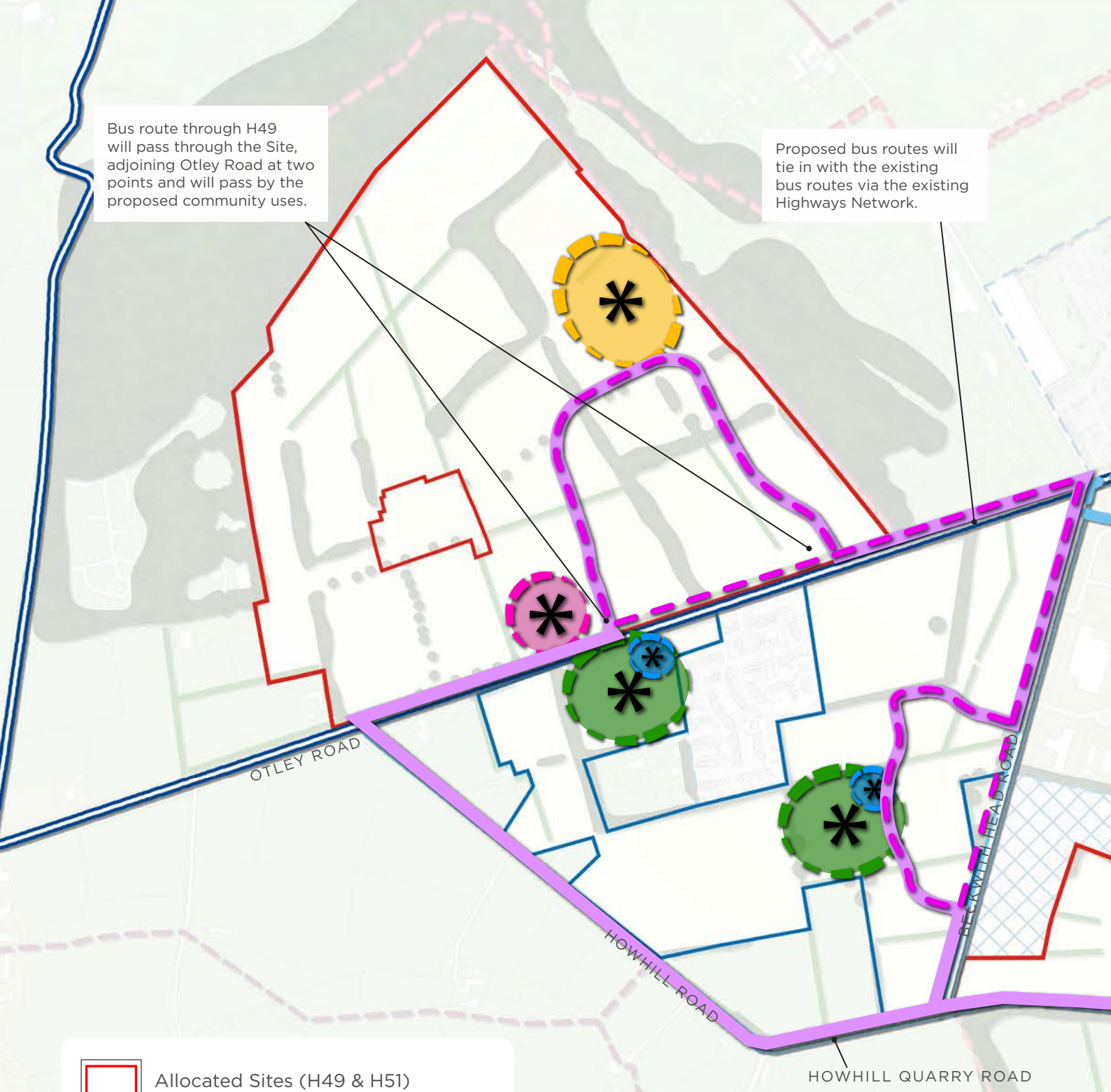
Cycle route will pass through H51 and provide wider links to committed developments H36 and H70.









Potential location for a Local Centre.








Figure 6.4 Cycle Movement Strategy.

Bus route through H49 will pass through the Site, adjoining Otley Road at two points and will pass by the proposed community uses.

Proposed bus routes will tie in with the existing bus routes via the existing Highways Network.



-  Allocated Sites (H49 & H51)
-  Committed Development (H45)
-  Existing B roads
-  Existing local roads/lanes
-  Existing bus routes
-  Additional 'rush hour' bus route
-  Existing bus stops
-  Potential bus route subject to discussions with the bus operator

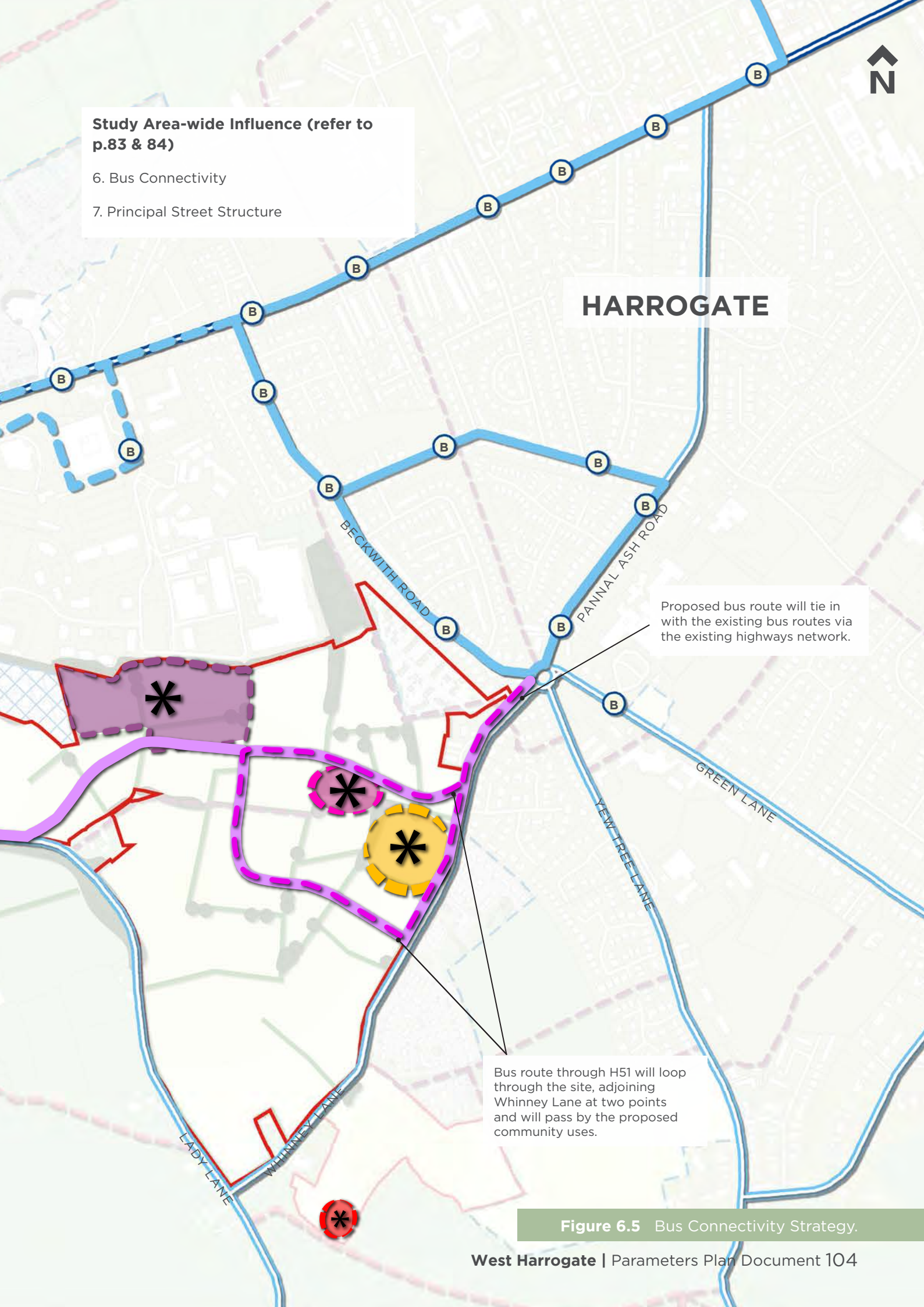
-  Potential bus route subject to discussions with the bus operator
-  Potential locations for schools
-  Potential locations for local centres
-  Potential locations for sports pitches
-  Potential location for sports pavilion/community facility
-  Potential location for allotments
-  Potential location for employment area



Study Area-wide Influence (refer to p.83 & 84)

- 6. Bus Connectivity
- 7. Principal Street Structure

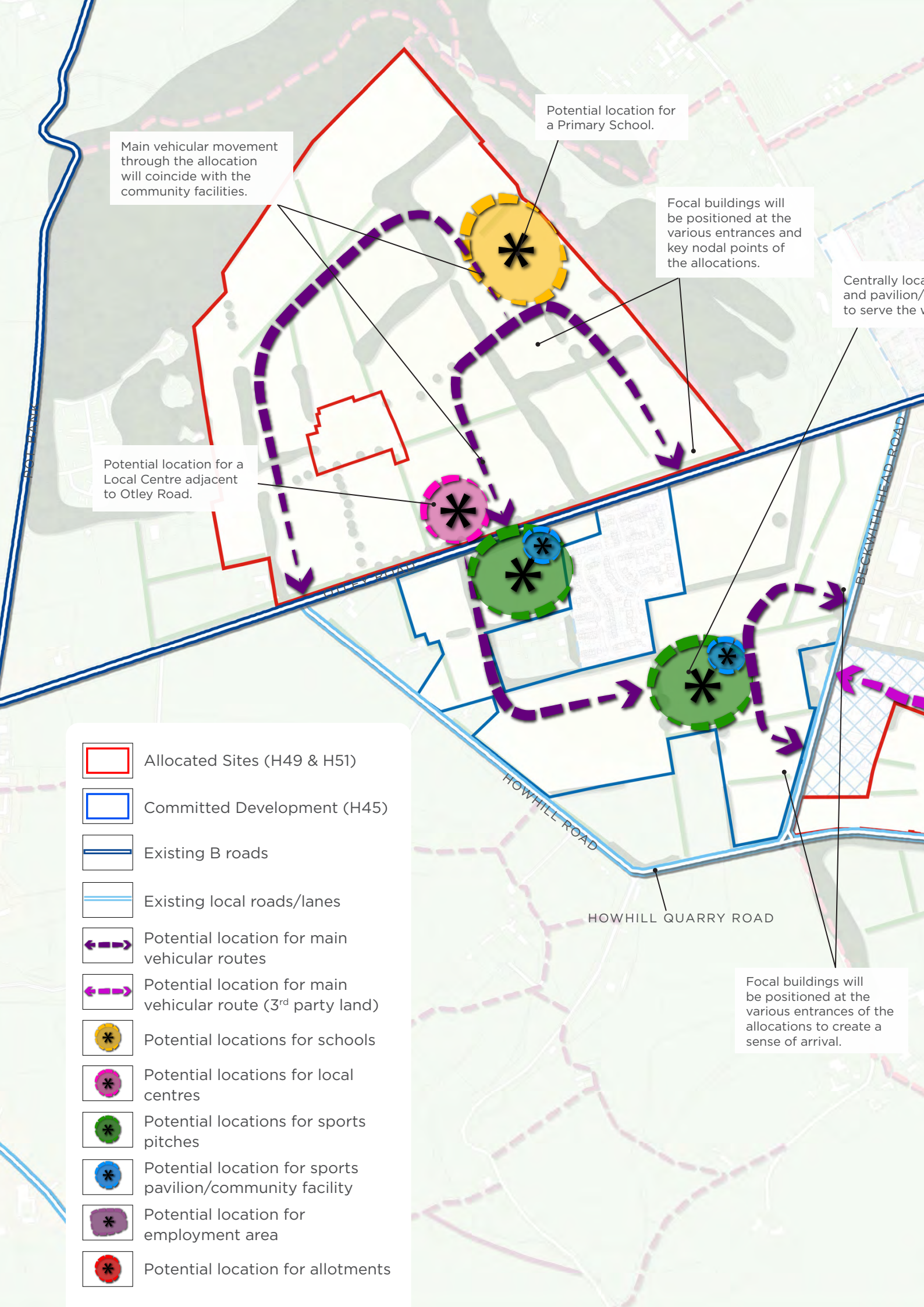
HARROGATE



Proposed bus route will tie in with the existing bus routes via the existing highways network.

Bus route through H51 will loop through the site, adjoining Whinney Lane at two points and will pass by the proposed community uses.

Figure 6.5 Bus Connectivity Strategy.



Main vehicular movement through the allocation will coincide with the community facilities.


Potential location for a Primary School.

Focal buildings will be positioned at the various entrances and key nodal points of the allocations.

Centrally located pavilion/ community facility to serve the village.

Potential location for a Local Centre adjacent to Otley Road.

Focal buildings will be positioned at the various entrances of the allocations to create a sense of arrival.

-  Allocated Sites (H49 & H51)
-  Committed Development (H45)
-  Existing B roads
-  Existing local roads/lanes
-  Potential location for main vehicular routes
-  Potential location for main vehicular route (3rd party land)
-  Potential locations for schools
-  Potential locations for local centres
-  Potential locations for sports pitches
-  Potential location for sports pavilion/community facility
-  Potential location for employment area
-  Potential location for allotments



Study Area-wide Influences (refer to p.83 & 84)

7. Principal Street Structure

ated sports pitches
community facility
wider allocation.

HARROGATE

Opportunity for a potential link from H51 allocation to Beckwith Head Road through the adjacent employment land. HBC will work with the promoters of sites H51 and H88 to seek to secure a vehicular connection.

Main vehicular movement through the allocation will pass by the community facilities.

Focal buildings provide a strong entrance to the allocations and wider West Harrogate area.

Potential location for a Primary School.

Potential location for a Local Centre.

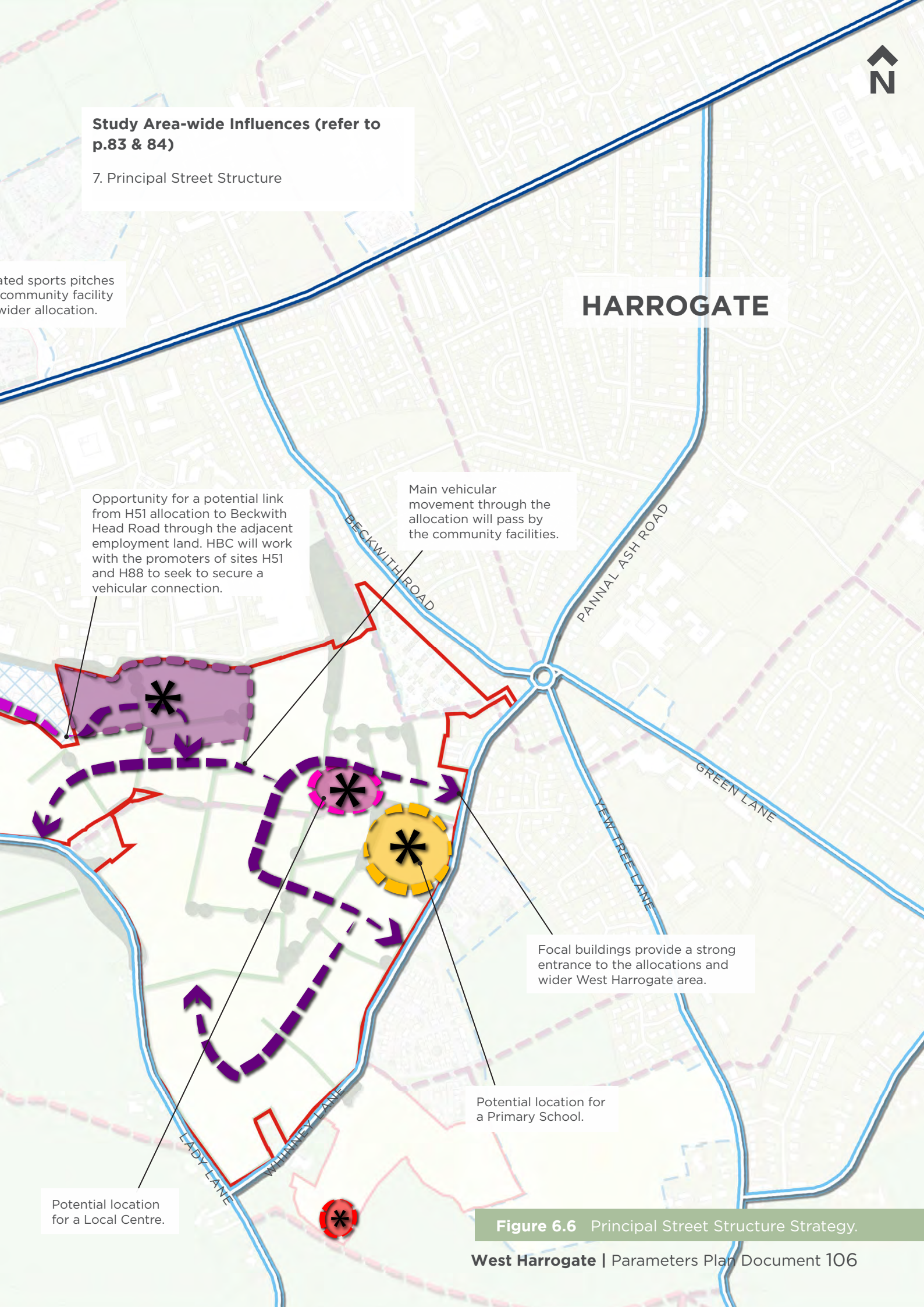


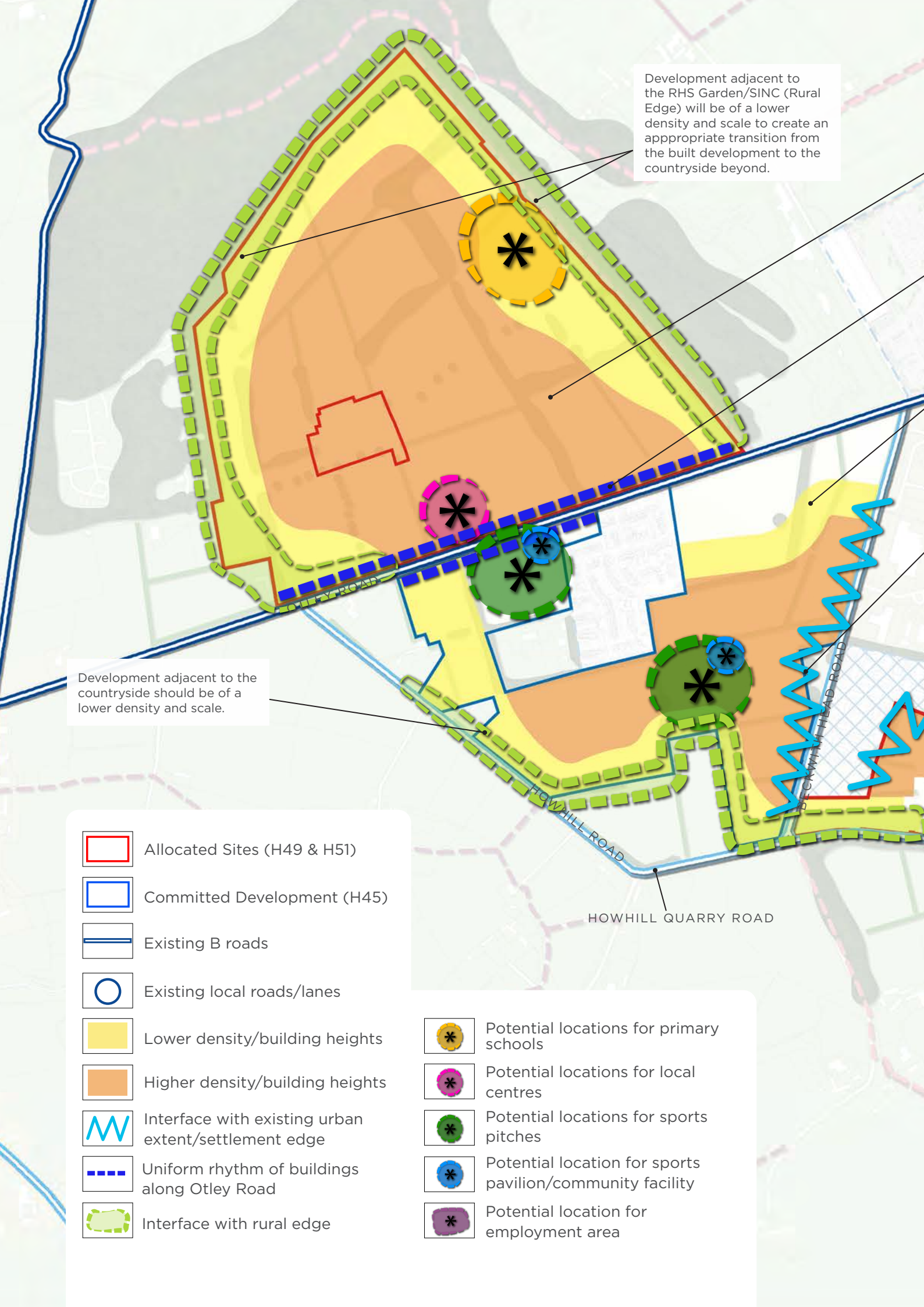
Figure 6.6 Principal Street Structure Strategy.

Development adjacent to the RHS Garden/SINC (Rural Edge) will be of a lower density and scale to create an appropriate transition from the built development to the countryside beyond.

Development adjacent to the countryside should be of a lower density and scale.

-  Allocated Sites (H49 & H51)
-  Committed Development (H45)
-  Existing B roads
-  Existing local roads/lanes
-  Lower density/building heights
-  Higher density/building heights
-  Interface with existing urban extent/settlement edge
-  Uniform rhythm of buildings along Otley Road
-  Interface with rural edge

-  Potential locations for primary schools
-  Potential locations for local centres
-  Potential locations for sports pitches
-  Potential location for sports pavilion/community facility
-  Potential location for employment area





Development within the central parts of the allocations to be of a higher density and scale.

Uniform rhythm of buildings overlooking open space and Otley Road.

Development overlooking the SINC within H45 should be of a lower density and scale.

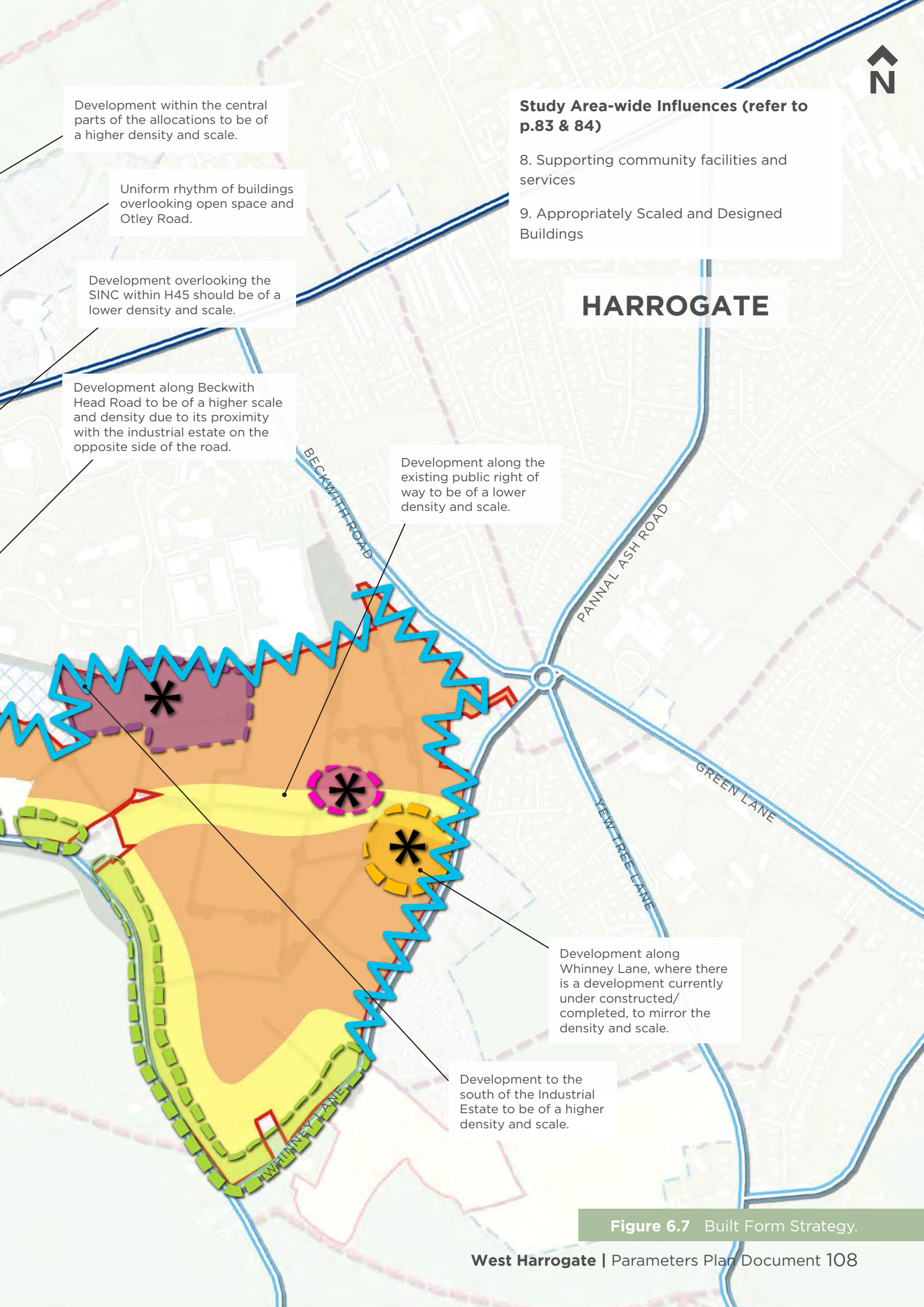
Development along Beckwith Head Road to be of a higher scale and density due to its proximity with the industrial estate on the opposite side of the road.

Development along the existing public right of way to be of a lower density and scale.

Study Area-wide Influences (refer to p.83 & 84)

- 8. Supporting community facilities and services
- 9. Appropriately Scaled and Designed Buildings

HARROGATE















Development along Whinney Lane, where there is a development currently under constructed/ completed, to mirror the density and scale.

Development to the south of the Industrial Estate to be of a higher density and scale.

Figure 6.7 Built Form Strategy.



-  Allocated Sites (H49 & H51)
-  Committed Development (H45)
-  Green corridors
-  Pedestrian/cycle/vehicular links
-  Pedestrian links
-  Pedestrian/cycle links
-  Rural edge treatment
-  Site of Importance to Nature Conservation (SINC)
-  Positive interface between H45 and H46 should be achieved
-  Existing public footpaths
-  Existing long distance recreational route (Harrogate Ringway)
-  Retained access to garden centre

OTLEY ROAD

H46

HOWHILL ROAD

8

9

1

3

3

4

7

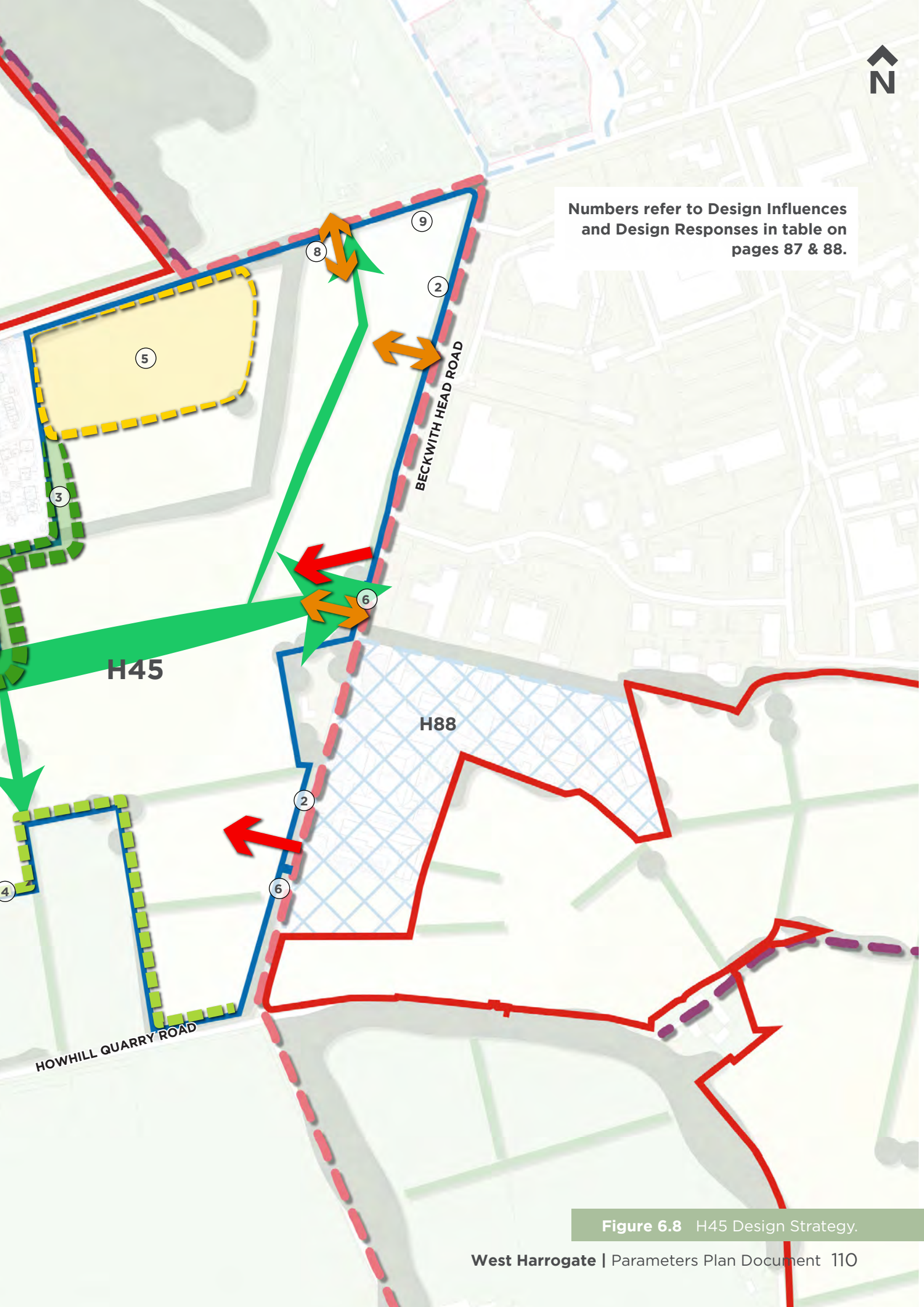


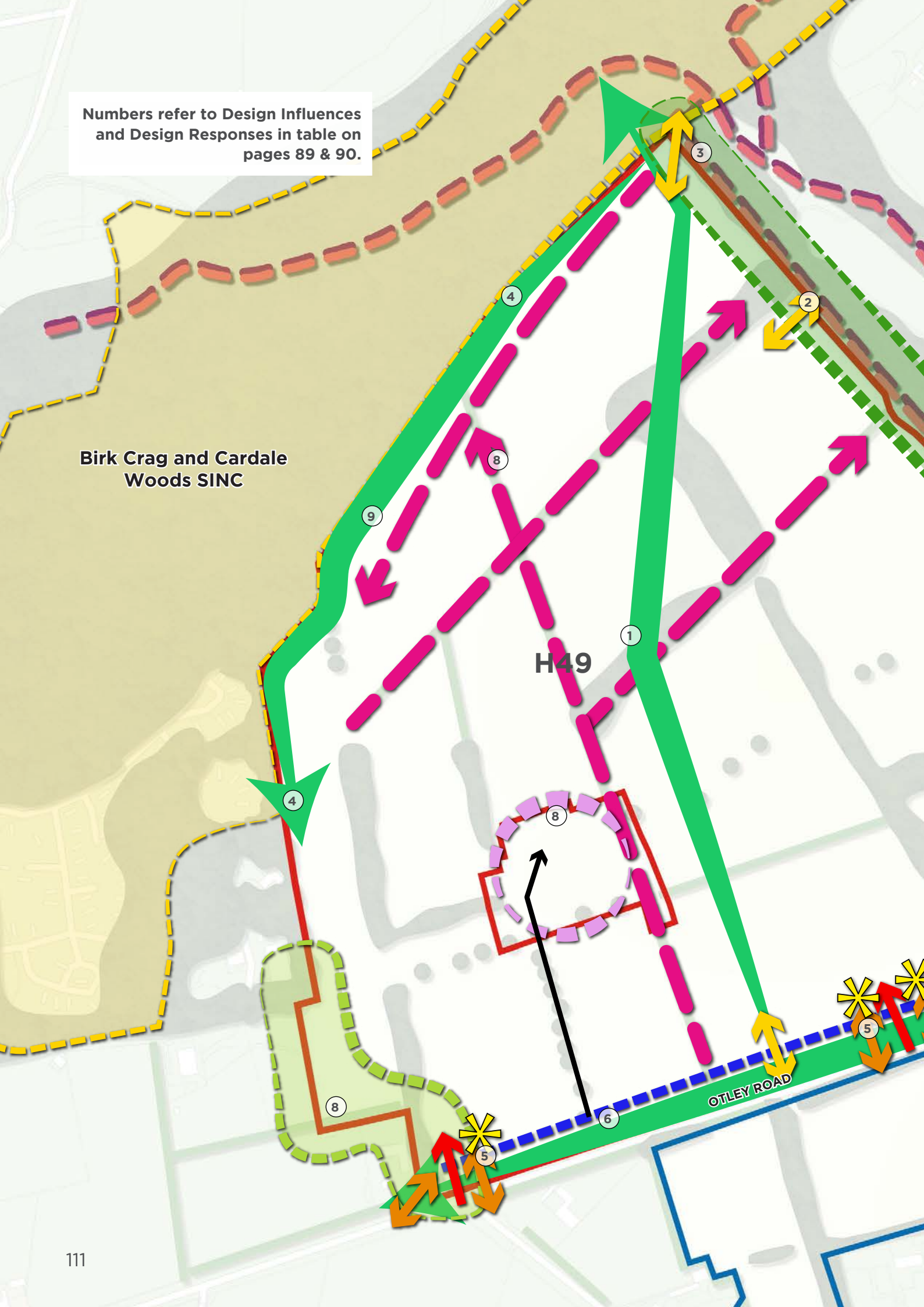
Figure 6.8 H45 Design Strategy.

Numbers refer to Design Influences and Design Responses in table on pages 89 & 90.

Birk Crag and Cardale Woods SINC

H49

OTLEY ROAD





- Allocated Sites (H49 & H51)
- Committed Development (H45)
- Green corridors
- Pedestrian/cycle/vehicular links
- Pedestrian links
- Pedestrian/cycle links
- Rural edge treatment
- Site of Importance to Nature Conservation
- Open space alongside RHS Garden Harlow Carr
- Non-designated heritage asset Windmill Farm
- Uniform rhythm of buildings
- Existing public footpaths
- Existing long distance recreational route (Harrogate Ringway)
- Retained access to Windmill Farm
- Opportunity for key gateway building
- Key views

RHS Garden Harlow Carr

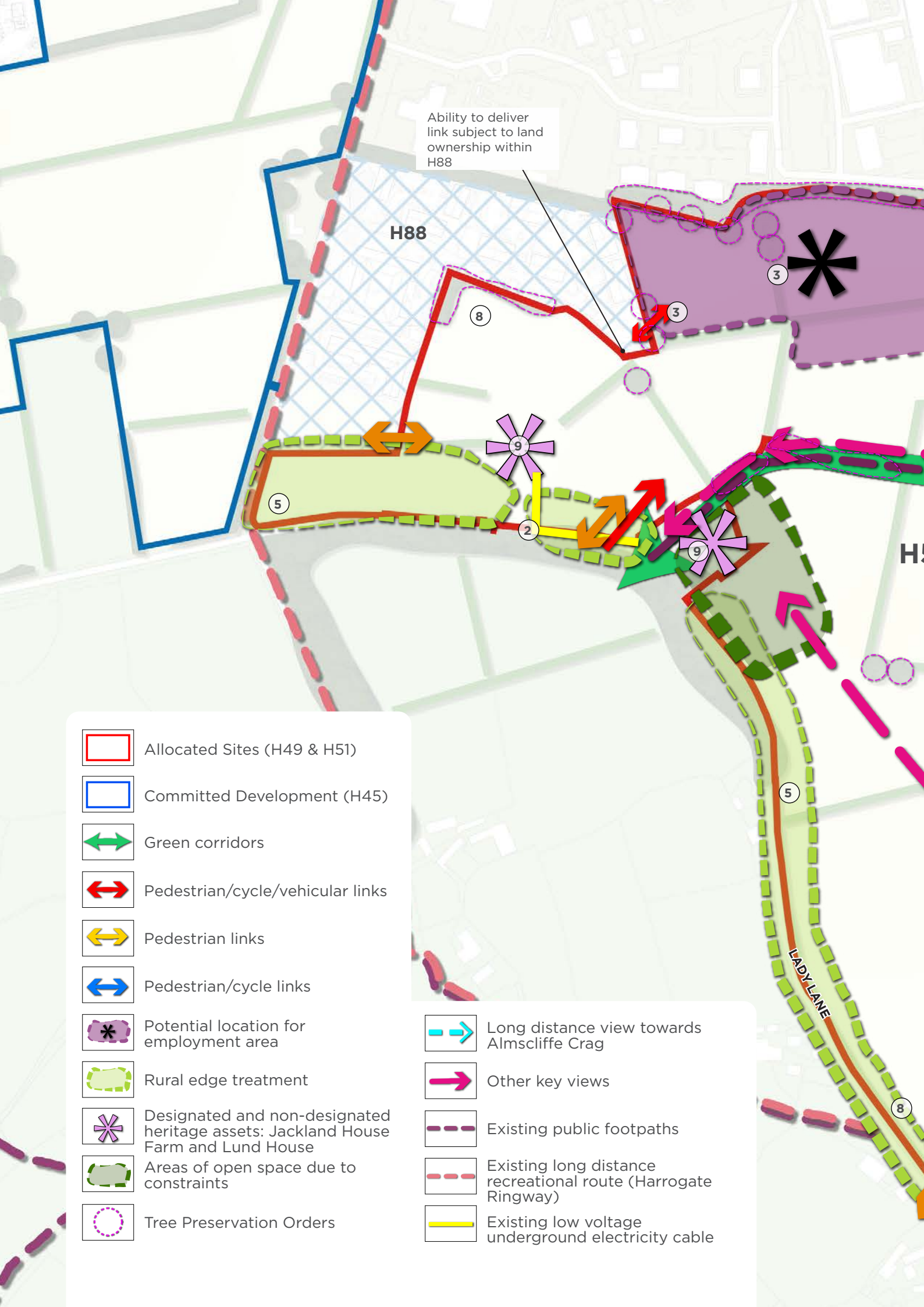
H46












H45






BECKWITH HEAD ROAD

Figure 6.9 H49 Design Strategy.

Ability to deliver link subject to land ownership within H88



-  Allocated Sites (H49 & H51)
-  Committed Development (H45)
-  Green corridors
-  Pedestrian/cycle/vehicular links
-  Pedestrian links
-  Pedestrian/cycle links
-  Potential location for employment area
-  Rural edge treatment
-  Designated and non-designated heritage assets: Jackland House Farm and Lund House
-  Areas of open space due to constraints
-  Tree Preservation Orders

-  Long distance view towards Almscliffe Crag
-  Other key views
-  Existing public footpaths
-  Existing long distance recreational route (Harrogate Ringway)
-  Existing low voltage underground electricity cable



Numbers refer to Design Influences and Design Responses in table on pages 91 & 92.



51

Figure 6.10 H51 Design Strategy.

07

West Harrogate Concept Masterplan

7.1 Concept Masterplan

Study Area-wide Concept Masterplan

The West Harrogate Concept Masterplan (Figure 7.1) on pages 117 & 118 underpins the design aspirations for the new neighbourhood. The land uses, are accommodated within H45, H49 and H51 are as follows:

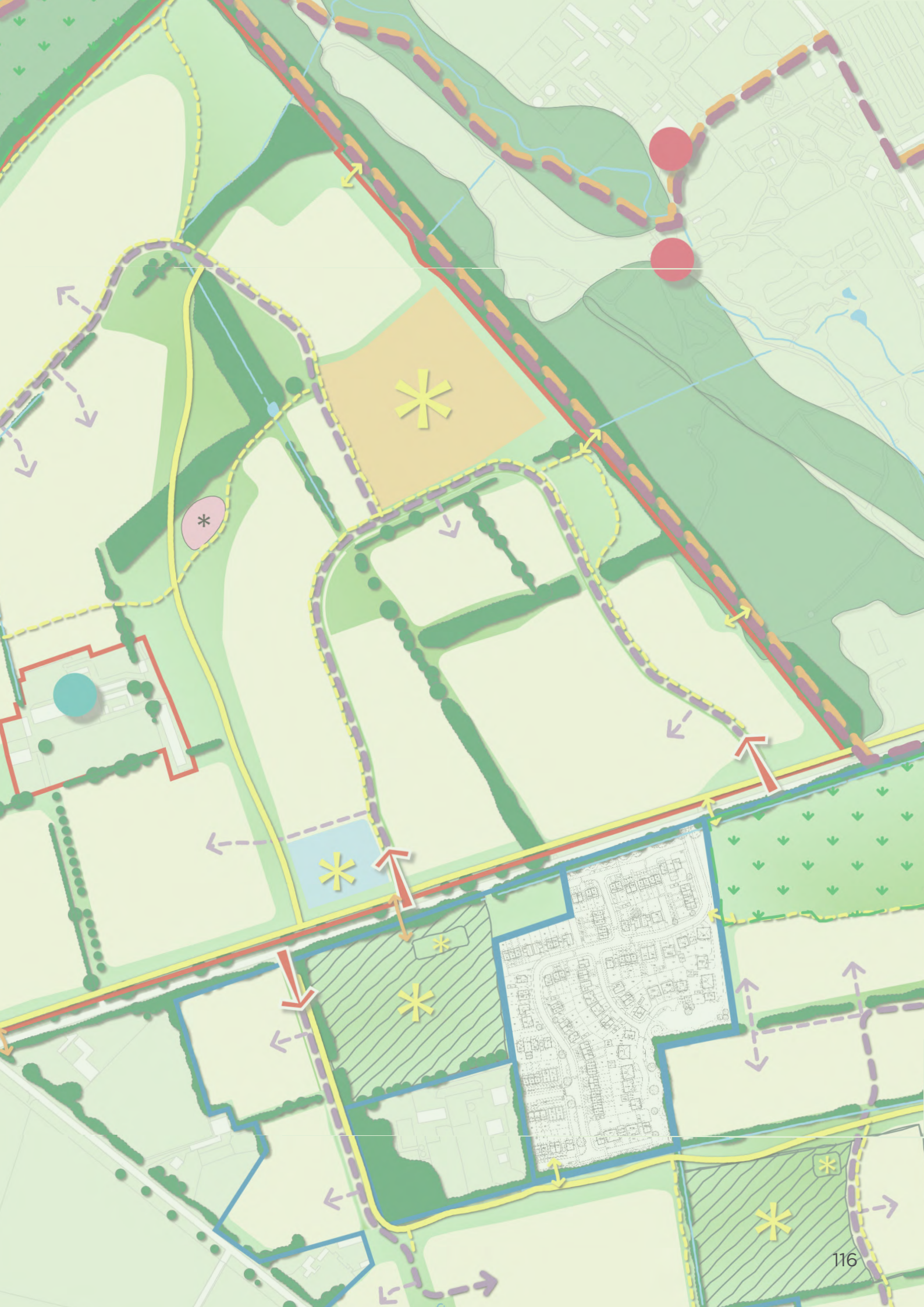
Land Use	Notes
Residential	Approx. 2,000 dwellings at an average of 31 dwellings per hectare
Primary School	2x two form entry primary schools, accommodating nursery provision.
Local Centres	Comprising potential retail, office, and/or health uses, mobility hub with car sharing, bicycle storage and delivery pick-up points.
Employment Area	Comprising a range of employment uses.
Sports Pitches	Provision of land to include 1 replacement cricket pitch, 1 adult football pitch, 2 youth football pitches, 2 mini football pitches, 6 changing rooms, pavilion with changing for 2 teams, ancillary facilities and parking
Remaining POS/SuDS/ Green/Blue Infrastructure	Provision of an adequate range and quantum of clearly defined open space typologies, existing and proposed vegetation/ trees, existing watercourses and proposed drainage features.

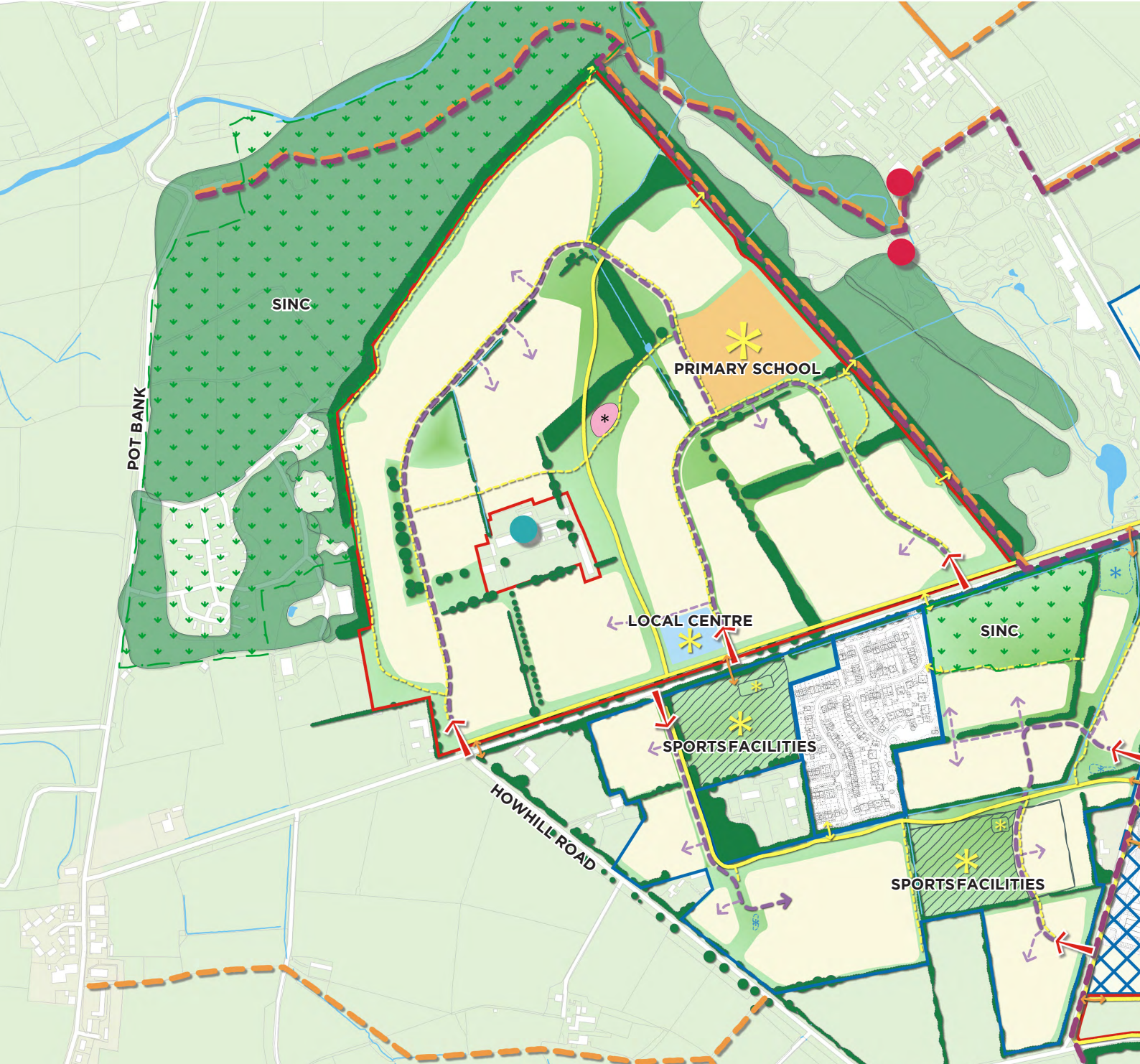
The concept masterplans illustrate how the required infrastructure will be accommodated across the West Harrogate sites. They have been prepared, to illustrate which sites will accommodate the infrastructure and to inform a basic understanding of site capacity.

More detailed whole site masterplans will be developed for each individual site, and the final layouts will be determined through the development management process, taking account of all material considerations.

Allocation Specific Concept Masterplans


Pages 119 - 124 and Figures 7.2, 7.3 and 7.4 show the Study Area-wide Concept Masterplan in more specific detail relating to the individual sites.





 Allocated Sites

 Committed Developments

 Committed developments - part implemented


Land Uses

 Proposed residential development

 Proposed primary school locations*

 Potential additional area for school

 Proposed local centre locations


 Proposed employment area


Green & Blue Infrastructure

 Proposed areas of open space

 Existing vegetation

 Proposed sports pitches

 Proposed sports pavilions/ changing rooms

 Proposed children's/young person's play provision

 Attenuation basins (SuDS & swales)











 Existing water courses

 Site of Importance to Nature Conservation (SINC)

*Primary school locations are subject to further site investigation and agreement



Access & Movement

-  Proposed vehicular access points
-  Proposed primary streets (indicative alignment)
-  Indicative secondary street connections from primary street
-  Proposed pedestrian connections
-  Proposed pedestrian and cycle connections
-  Existing public footpaths
-  Harrogate Link & Harrogate Ringway
-  Proposed recreational routes
-  Strategic pedestrian and cycle route, segregated where appropriate possible, in line with LTN1/20
-  Key views towards Almscliffe Crag

Context



-  Listed Buildings (Grade II)
-  Non-designated heritage assets

Figure 7.1 Study Area-wide Concept Masterplan

H45 Concept Masterplan

H45		
Key Number	Design Influence	Concept Masterplan
1	Underground gas main and associated 6m easement.	The gas main has been accommodated for along the route of the proposed primary street running between Otley Road and Howhill Road.
2	Underground water main and associated 8m easement (4m either side).	The water main has been accommodated within a linear area of open space.
3	H46 indents the central northern section of H45. Care should be taken to respect the amenity of the homes within H46.	The proposed housing will respect the amenity of the new housing within H46, creating small green corridors containing existing vegetation.
4	The south western (Howhill Road) and southern (Howhill Quarry Road) parts of H45 abut the open countryside beyond.	Proposed homes will be set back behind new landscaping to ensure a soft transition to the adjacent countryside, with new homes orientated to create an outward looking development.
5	Bluecoat Field SINC is located in the north eastern part of H45.	Retained and enhanced as part of H45's green infrastructure. Sensitive areas protected from over-use by appropriate fencing.
6	The Harrogate Ringway passes the site along Beckwith Head Road.	New pedestrian linkages provided onto Beckwith Head Road to maximise connectivity with the Harrogate Ringway. These linkages could also facilitate cycle connectivity onto Beckwith Head Road.
7	Public footpath 15.108/9/1 leads westwards from Howhill Road.	Pedestrian linkage onto Howhill Road (combined emergency access) connects H45 to the existing public footpath. Buildings located at this entrance should be responsive to the character of Howhill Road and the rural edge.
8	Pedestrian and cycle connectivity onto Otley Road.	3no. Pedestrian and cycle linkages will be provided onto Otley Road to tie in with existing and proposed infrastructure.
9	The northern parts of H45 abut Otley Road, a key approach into Harrogate from the west.	Retention of the existing trees, hedgerows and dry stone wall within a linear area of open space so that they filter views of the new homes from Otley Road. New homes to front this space and be sited to create a strong, regular rhythm of buildings that marks the entrance to Harrogate when travelling from the west. New tree planting to create an avenue along Otley Road, including large canopy trees inter-planted with 2/3 species.
10	An existing watercourse, Harlow Slack, runs through H45.	Harlow Slack is an important watercourse which contributes to providing into the pond network at RHS Harlow Carr, and is to be retained within a green/blue corridor, which also forms the basis for key pedestrian and cycle connectivity across H45.
11	The western boundary of H45 exhibits key views towards the adjacent countryside.	Dwellings located along the western boundary of H45 are orientated to maximise views outwards, as well as aligning key streets with the view corridors.

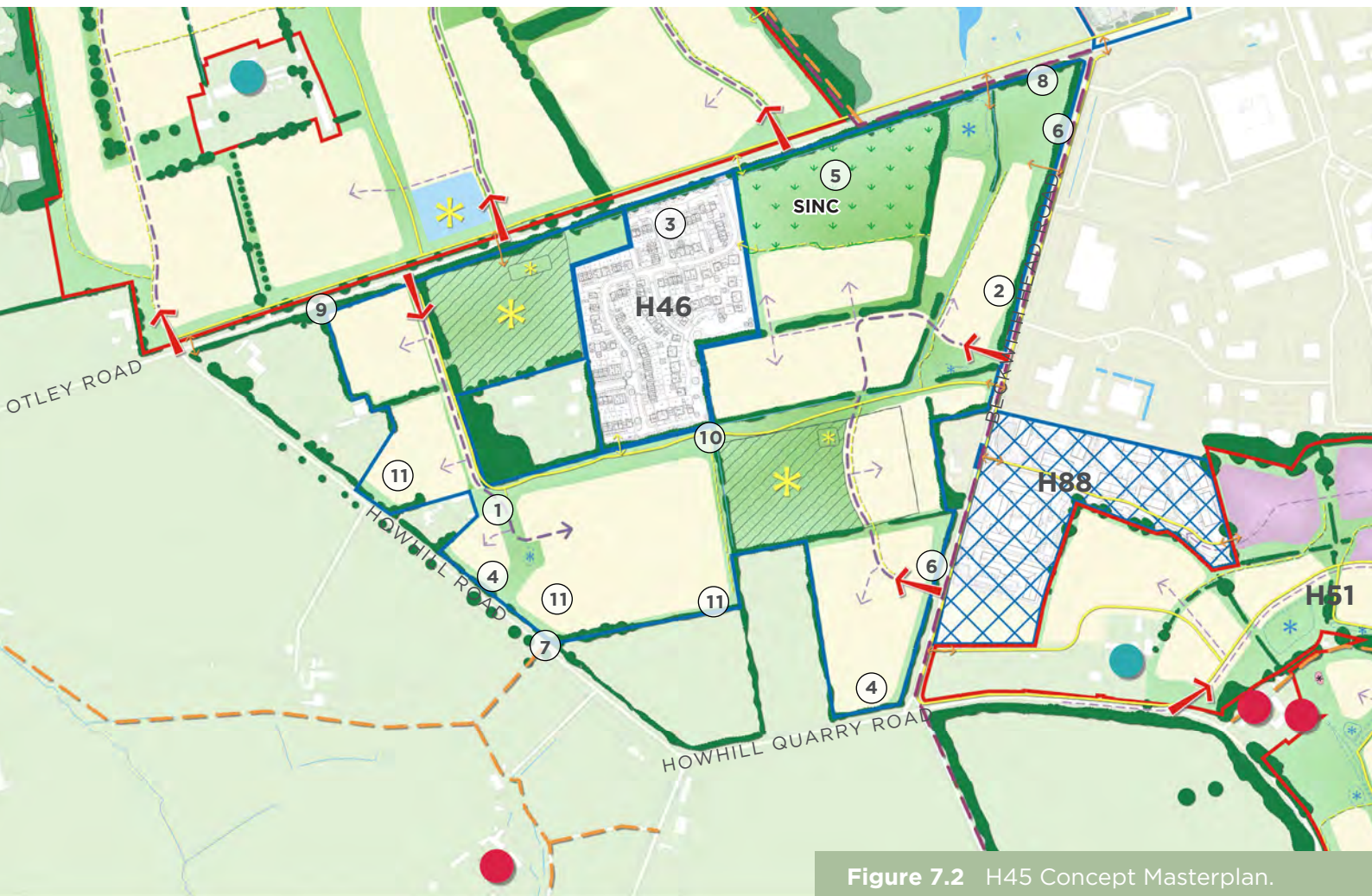











Figure 7.2 H45 Concept Masterplan.

-  Allocated Sites
-  Committed Developments
-  Committed developments - part implemented
- Land Uses**
-  Proposed residential development
- Green & Blue Infrastructure**
-  Proposed areas of open space
-  Existing vegetation
-  Proposed sports pitches
-  Proposed sports pavilions/ changing rooms
-  Attenuation basins (SuDS & swales)
-  Existing water courses
-  Site of Importance to Nature Conservation (SINC)

Access & Movement

-  Proposed vehicular access points
-  Proposed primary streets (indicative alignment)
-  Indicative secondary street connections from primary street
-  Proposed pedestrian connections
-  Proposed pedestrian and cycle connections
-  Existing public footpaths
-  Harrogate Link & Harrogate Ringway
-  Proposed recreational routes
-  Strategic pedestrian/cycle route across H45, H49 & H51

H49 Concept Masterplan










H49		
Key Number	Design Influence	Design Response
1	Underground gas main and associated 6m easement.	The gas main has been accommodated within a green corridor which extends through H49.
2	RHS Garden Harlow Carr is located immediately to the north east of H49.	The new development will be set back behind areas of linear landscaped open space located alongside RHS Garden Harlow Carr such that it minimises impact on the setting of the gardens or the listed buildings located within. Development should overlook this open space to maximise natural surveillance opportunities. The open space framework within the eastern areas of H49 should provide framed views north eastwards towards RHS Garden Harlow Carr.
3	The Harrogate Ringway runs adjacent to H49's north eastern boundary.	A pedestrian linkage at the northernmost corner of H49 is provided to connect to the Harrogate Ringway in order to facilitate connections to the existing public rights of way network, the Harrogate Link and Pinewoods. New pedestrian routes in H49 will maximise connectivity to this new point of connection.
4	The Birk Crag and Cardale Woods SINC bounds H49 to the north and west.	A linear area of green space alongside the SINC provides scope for new landscaping to enhance the edge of the SINC. Green space to be overlooked by new homes and contain new recreational routes to take pressure off the SINC.
5	Pedestrian and cycle connectivity onto Otley Road	Pedestrian and cycle linkages will be provided onto Otley Road to tie in with existing and proposed infrastructure, and connect H49 to H45 to the south.
6	The southern parts of H49 abut Otley Road, a key approach into Harrogate.	The existing trees and hedgerows are retained within a linear area of open space to filter views of the new homes from Otley Road. New homes orientated to front this space and be sited to create a strong, regular rhythm of buildings that marks the entrance to Harrogate. New tree planting to create an avenue along Otley Road, including large canopy trees inter-planted with 2/3 species.
7	The south western corner of H49 abuts the countryside beyond.	Lower densities, varied set back distances and dwelling orientations in the south western corner of H49 create a considered and appropriate transition between the built edge and the adjacent countryside. The new homes will overlook groups of tree planting within larger gardens to settle the development.
8	The non-designated heritage asset at Windmill Farm lies within the interior of H49.	The setting of the Windmill Farm is respected through the sensitive location of open space.
9	Existing watercourses and ponds are located within H49.	The existing watercourses and ponds are retained and carefully managed to ensure that no harm is brought to existing habitats.
10	There is a key view from within H49 in the north western part of the site.	The key view eastwards across the valley has been retained, through the alignment of roads and building heights.



Figure 7.3 H49 Concept Masterplan.

-  Allocated Sites
 -  Committed Developments
 -  Committed developments - part implemented
- Land Uses**
-  Proposed residential development
 -  Proposed primary school*
 -  Potential additional area for school
 -  Proposed local centre
- Green & Blue Infrastructure**
-  Proposed areas of open space
 -  Existing vegetation
 -  Proposed equipped play area
 -  Existing water courses
 -  Site of Importance to Nature Conservation (SINC)

Access & Movement

-  Proposed vehicular access points
-  Proposed primary streets (indicative alignment)
-  Indicative secondary street connections from primary street
-  Proposed pedestrian connections
-  Proposed pedestrian and cycle connections
-  Existing public footpaths
-  Harrogate Link & Harrogate Ringway
-  Proposed recreational routes
-  Strategic pedestrian/cycle route across H45, H49 & H51

*Primary school locations are subject to further site investigation and agreement

H51 Concept Masterplan











H51		
Key Number	Design Influence	Design Response
1	Public sewer and associated 6m easement runs alongside a small section of the eastern boundary adjacent to Craig View.	Developable area to be set back behind a small area of open space.
2	Low voltage underground cable crosses a short section of the site.	Cables to be undergrounded.
3	Cardale Business Park bounds H51 to the north and the employment and health care uses of site H88 bound H51 to the west.	Employment uses are located in the north western part of H51. Pedestrian/cycle connectivity to H88 subject to land ownership restrictions within H88. Proposed employment uses will be designed to reflect the existing employment uses at Cardale Business Park.
4	Topography of the site presents high and low ground which should be addressed appropriately. High points, and more sensitive areas, of the site means that views to the wider countryside to the south west are possible, including to Almscliffe Crag. The lower parts of the site should determine where drainage basins are situated.	A view corridor south westward to Almscliffe Crag will be maintained along a street and/or an area of linear open space. Furthermore, the scale and massing of the buildings situated on the higher ground will be of an appropriate size in response to where they are to be situated. Sustainable Drainage System features and conveyance swales to be located at the lower parts of the site to control the surface water run-off across the site.
5	The south eastern and south western parts of H51 abut the open countryside beyond. A number of non-designated heritage assets are located along Whinney Lane and Lady Lane.	Lower densities, varied set back distances and dwelling orientations in the south eastern and south western parts of H51 create a considered and appropriate transition between the built edge and the adjacent countryside. The new homes will overlook groups of tree planting within larger gardens to settle the development. Area adjacent to junction of Whinney Lane and Lady Lane will be left undeveloped and landscaped to create a green gateway to the new development.
6	A number of the existing trees are covered by Trees Preservation Orders.	The protected trees are retained and form the basis for H51's green infrastructure.
7	Two public footpaths run through H51. Only one of these footpaths lies within the scope of this document.	The public footpath which runs through H51 is retained along its existing route and protected within a generous green corridor. Opportunity exists to upgrade the surface of the public footpath where it passes through H51 to be usable year-round.
8	Public footpath 15.108/17/1 leads westwards from Lady Lane and public footpath 15.54/131/2 leads eastwards from Whinney Lane.	Pedestrian linkages located onto Lady Lane and Whinney Lane adjacent to the existing public footpaths. Gateway buildings or groupings will be located to overlook these footpath connections.
9	Grade II listed Lund House and Barn and the non-designated heritage assets of Jackland House Farm, Linton Cottage and The Old Poor House lie adjacent to H51's western boundary.	Areas of open space located adjacent to buildings to minimise harm and create a gateway to the new development and assist in creating an appropriate transition with the countryside beyond. Landscape design of open spaces will be agricultural (i.e. pastoral fields) in character.





Figure 7.4 H51 Concept Masterplan.

-  Allocated Sites
-  Committed Developments
-  Committed developments - part implemented
- Land Uses**
-  Proposed residential development
-  Proposed primary school*
-  Proposed local centre
-  Proposed employment area
- Green & Blue Infrastructure**
-  Proposed areas of open space
-  Existing vegetation
-  Children's and young person's play provision
-  SuDS Features
-  Existing water courses
-  Site of Importance to Nature Conservation (SINC)

Access & Movement

-  Proposed vehicular access points
-  Proposed primary streets (indicative alignment)
-  Indicative secondary street connections from primary street
-  Proposed pedestrian connections
-  Proposed pedestrian and cycle connections
-  Existing public footpaths
-  Harrogate Link & Harrogate Ringway
-  Proposed recreational routes
-  Strategic pedestrian/cycle route across H45, H49 & H51
-  Key views towards Almscliffe Crag

Context

-  Listed Buildings (Grade II)
-  Non-designated heritage assets

7.2 Access & Movement

Vehicular Access

H45

There will be three vehicular access points serving H45. To the north, a vehicular access point from Otley Road will be provided. A ghost island right turn pocket will be provided for vehicles using this access point when approaching from the west. To the east of H45, two more access points are provided from Beckwith Head Road, with the northern access point also utilising a ghost island right turn pocket when approaching from the north.

In addition to the above three vehicular access points, an emergency vehicular access point (which also will be used as a pedestrian/cycle access point) is provided from Howhill Road to the south west of H45.

H49

There will be three vehicular access points serving H49. All of the access points serving H49 are from Otley Road to the south. The central access point will be in the form of a signal-controlled junction. The eastern access point will be a simple priority controlled T-junction. The western access point will form a new signal-controlled 4-way junction with Otley Road, Howhill Road and the new access road.

H51

There will be three vehicular access points serving H51. To the south west, the priority of Lady Lane will be changed so that traffic is diverted through H51, with a simple priority-controlled junction serving the remaining extent (southwards) of Lady Lane. To the east, priority is also changed along Whinney Lane so that traffic is diverted through H51, again, with a simple priority-controlled junction serving the remaining extent (southwards) of Whinney Lane. Further southwards along Whinney Lane, a 4th arm to the roundabout associated with the development of H70 will provide vehicular access to H51.





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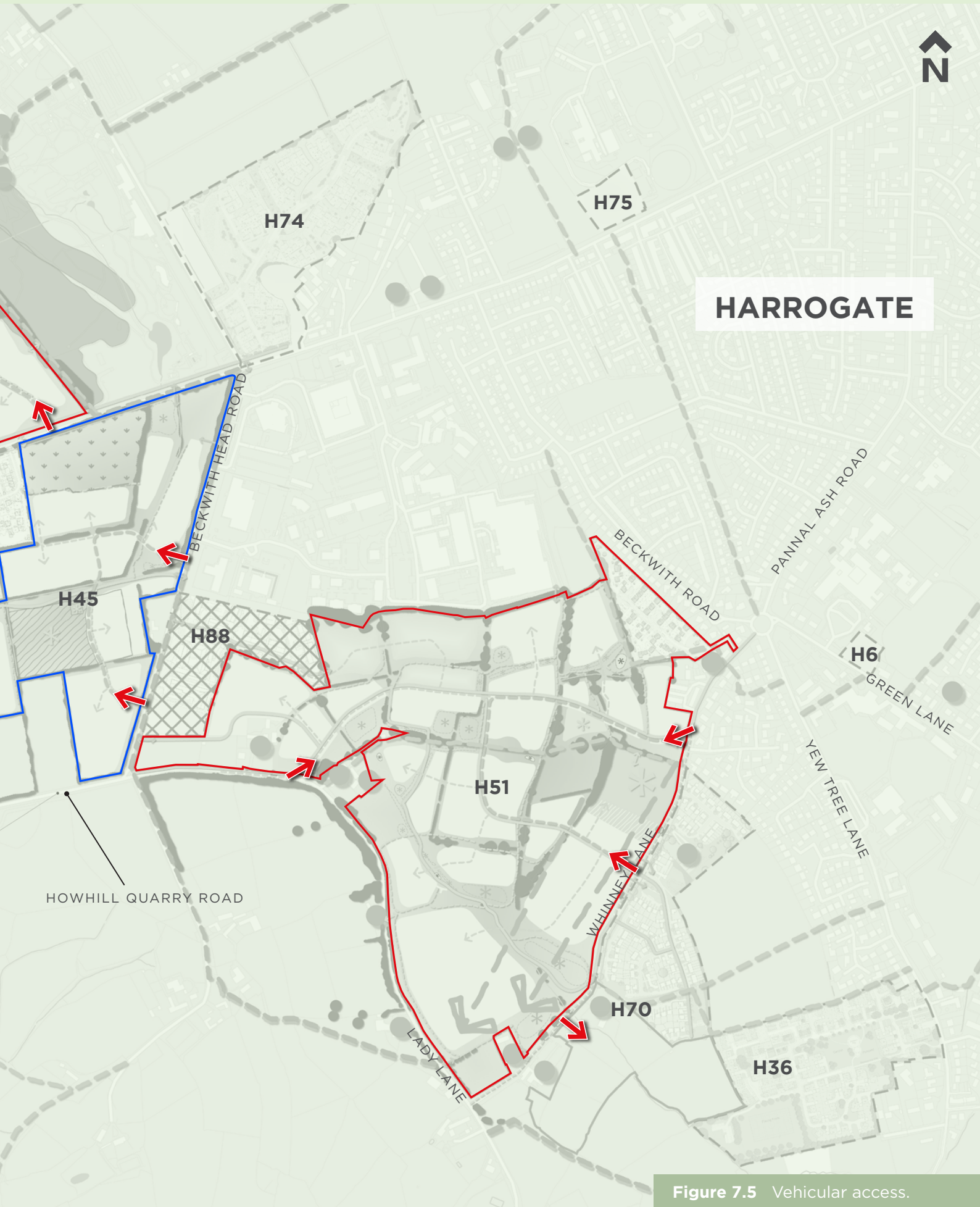


Figure 7.5 Vehicular access.

Access & Movement

Pedestrian and Cycle Access

The access proposals include a number of measures to improve pedestrian and cyclist connectivity to and from the West Harrogate allocation, as follows:

H45

- Four pedestrian and cycle access points onto Otley Road.
- One pedestrian access point onto Otley Road.
- One pedestrian and cycle access point onto Howhill Road.
- One pedestrian access point onto Howhill Road.
- Two pedestrian and cycle access points onto Beckwith Head Road.
- Two pedestrian access points into H46.

H49

- Six pedestrian and cycle access points onto Otley Road.
- Three pedestrian access points onto Otley Road.
- Pedestrian access points to the public footpath and Harrogate Ringway (& Harrogate Link).

H51

- Two pedestrian and cycle access points onto Lady Lane.
- One pedestrian access point onto Lady Lane (part of existing public footpath which crosses H51 between Whinney Lane and Lady Lane).
- Four pedestrian and cycle access points onto Whinney Lane.
- One pedestrian access point onto Whinney Lane (part of existing public footpath which crosses H51 between Whinney Lane and Lady Lane).
- One pedestrian and cycle access point onto Whinney Lane into H88, which connects to Beckwith Head Road.
- One pedestrian and cycle access point to the existing employment area north of H51.





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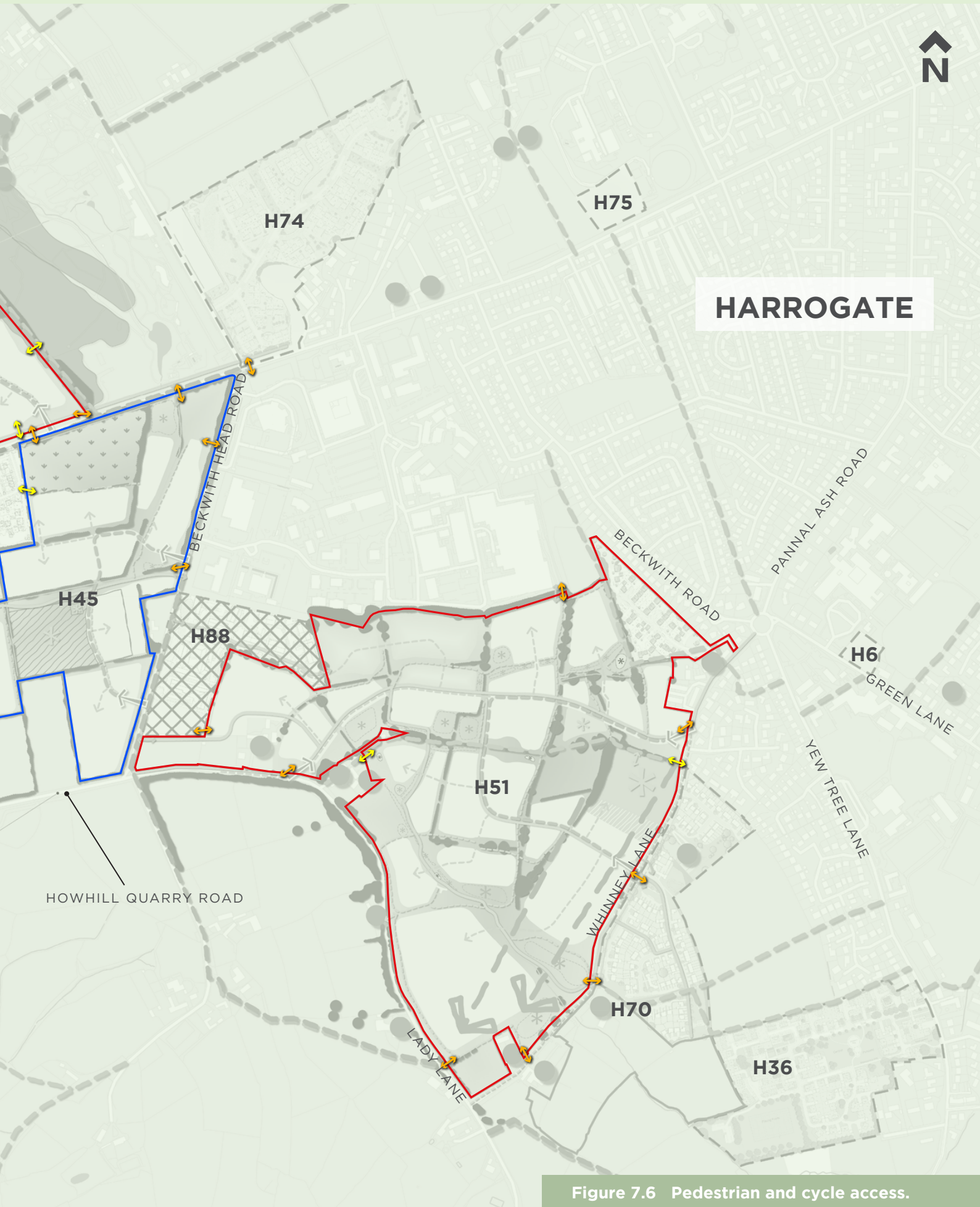


Figure 7.6 Pedestrian and cycle access.

Access & Movement

Movement Framework

The movement framework has been developed to achieve the following principles of good urban design:

- To maximise the choice for how residents and visitors alike will make their journeys.
- To take full account of the kinds of movement the new development will generate.
- To make clear connections to existing routes and facilities.
- To encourage sustainable movement patterns, particularly local trips.

As set out in Chapter 2: Vision, the movement framework is to be based upon creating healthy streets for all, and ensuring that a clear hierarchy of streets is provided, comprising the following street typologies:

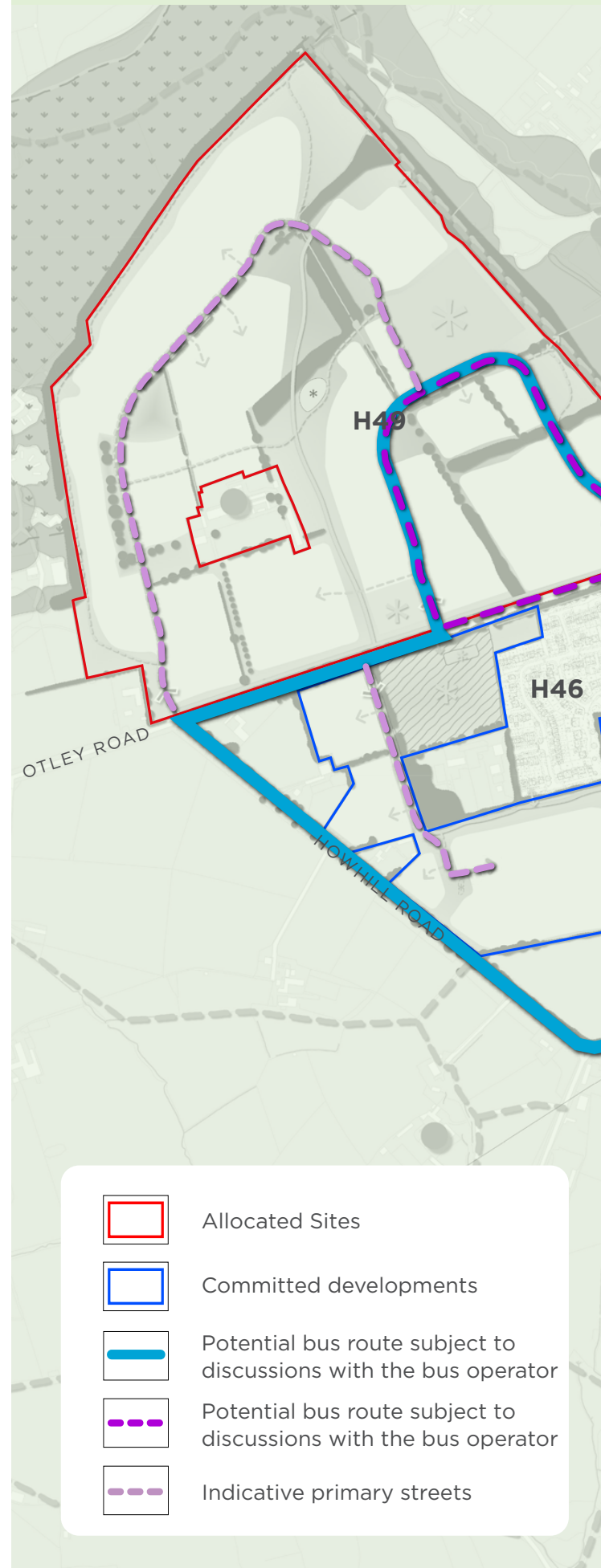
- Primary streets
- Secondary streets
- Mews, lanes and courtyards
- Green edges

Each street typology will be defined by its own characteristics, principally defined by the different design approaches to the built form fronting the street spaces.

Wherever possible, the new network of streets will be designed to maximise permeability in order to maximise the choice of routes in order to encourage walking and cycling and reduce car journeys, particularly for local trips. The Concept Masterplan complements this permeability through the provision of a network of connected pedestrian and cycle routes running through the new areas of green infrastructure. Together, this permeable framework of routes will maximise the choice of routes to destinations within the new neighbourhood and with its surrounding context.

Bus Route

Some of the Primary Streets have been designed to accommodate a bus route, which would be capable of linking between the accesses as Whinney Lane, Lady Lane and Otley Road.





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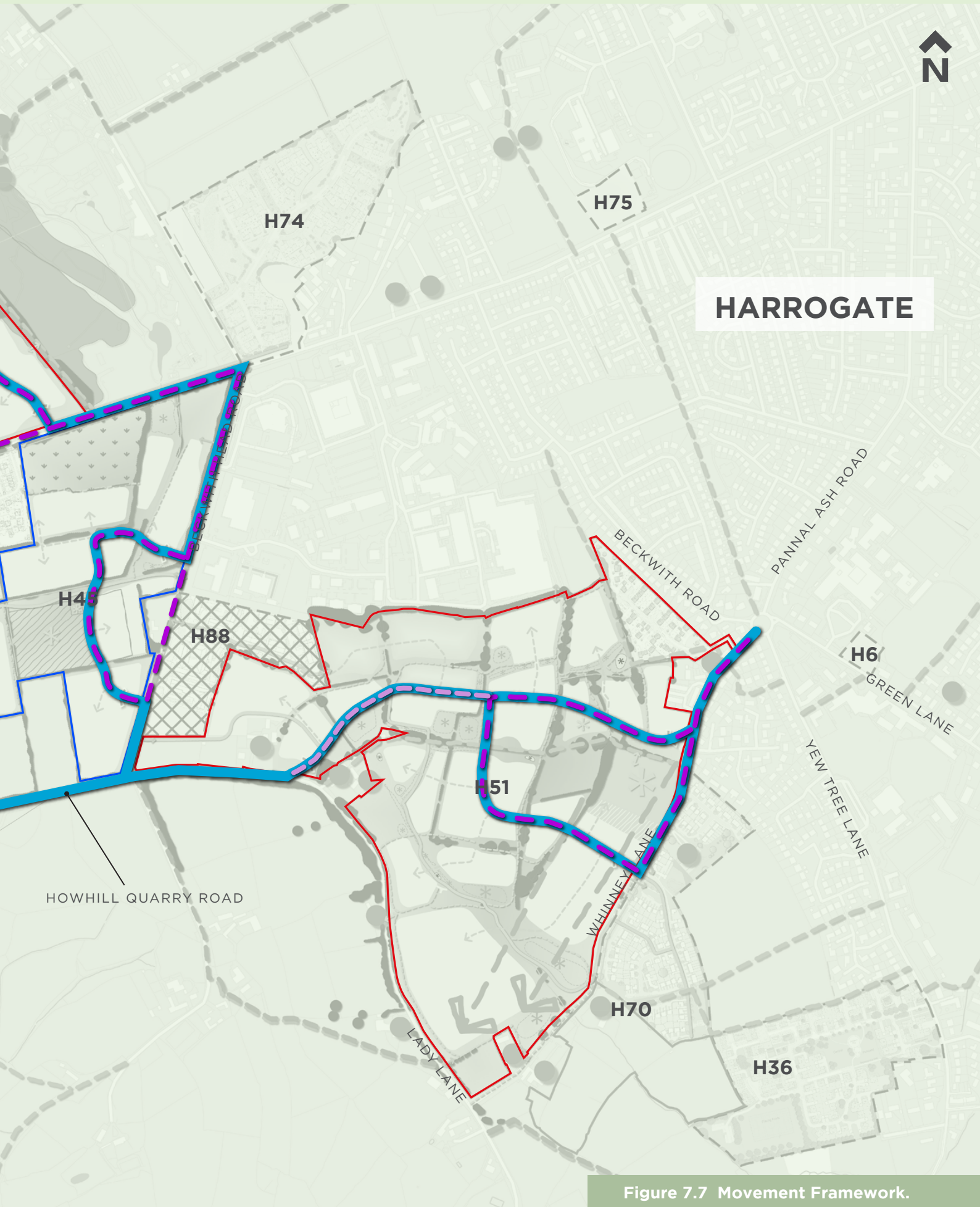


Figure 7.7 Movement Framework.

7.3 Residential

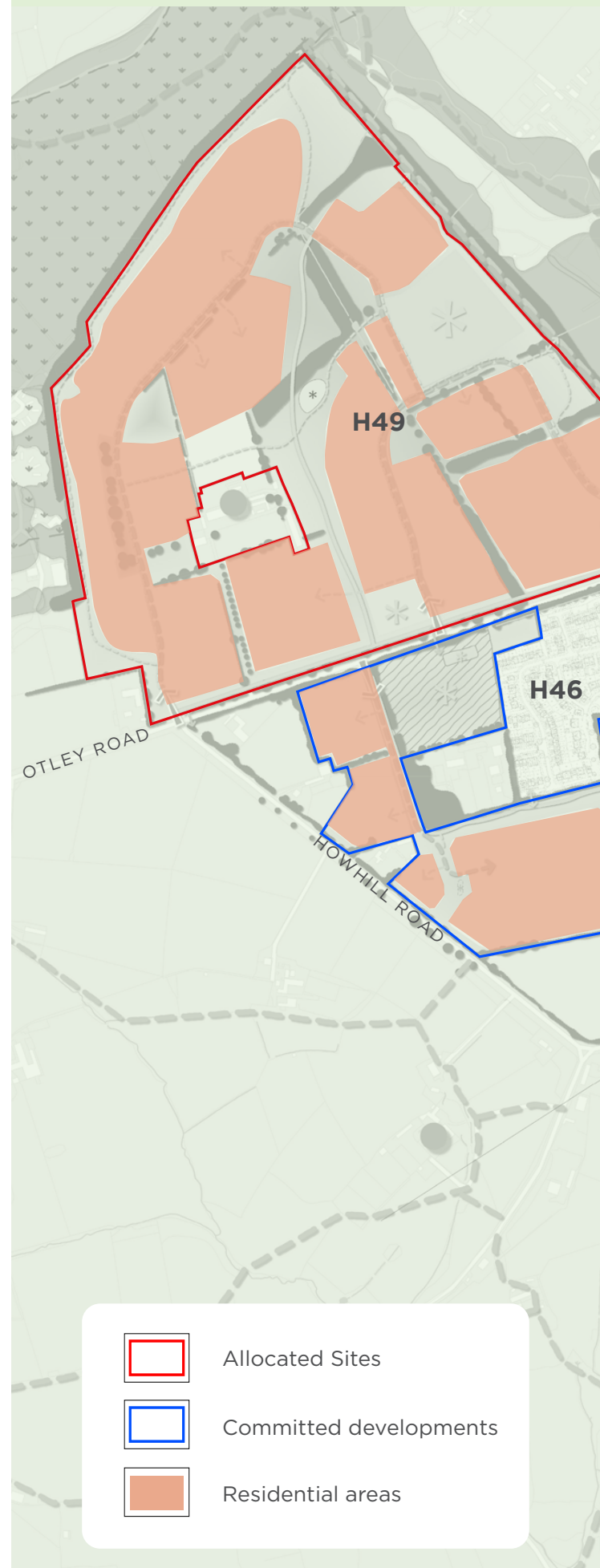
The principal land use within West Harrogate will be residential with the provision of approximately 2,000 homes over the three largest sites (H45, H49 and H51). This section, therefore, sets out the principal considerations that have helped to define the location of the new homes.

An important function of this section is also to create a design framework whereby the new residential areas will be underpinned by a series of recognisable street types and different character areas. This is a critical step in creating a legible development whereby residents and visitors alike will be able to grasp the new neighbourhood's layout and form.

Locational Considerations

The West Harrogate Concept Masterplan recognises that when creating a new place, it's not about creating it for buildings, it's about creating it for people. Therefore, creating a sense of community has been a priority through the application of a landscape-led approach. The landscape-led approach has resulted in a masterplan whereby the creation of a connected network of green infrastructure based upon existing vegetation and landscape features forms the framework within which the new homes will sit.

This approach means that all of the new homes will be located within easy reach of open spaces where residents and visitors alike can meet, where children can play and where wildlife can flourish. As a consequence of the new neighbourhood being shaped by the landscape, health and wellbeing benefits will be maximised and West Harrogate will become a new destination in its own right.





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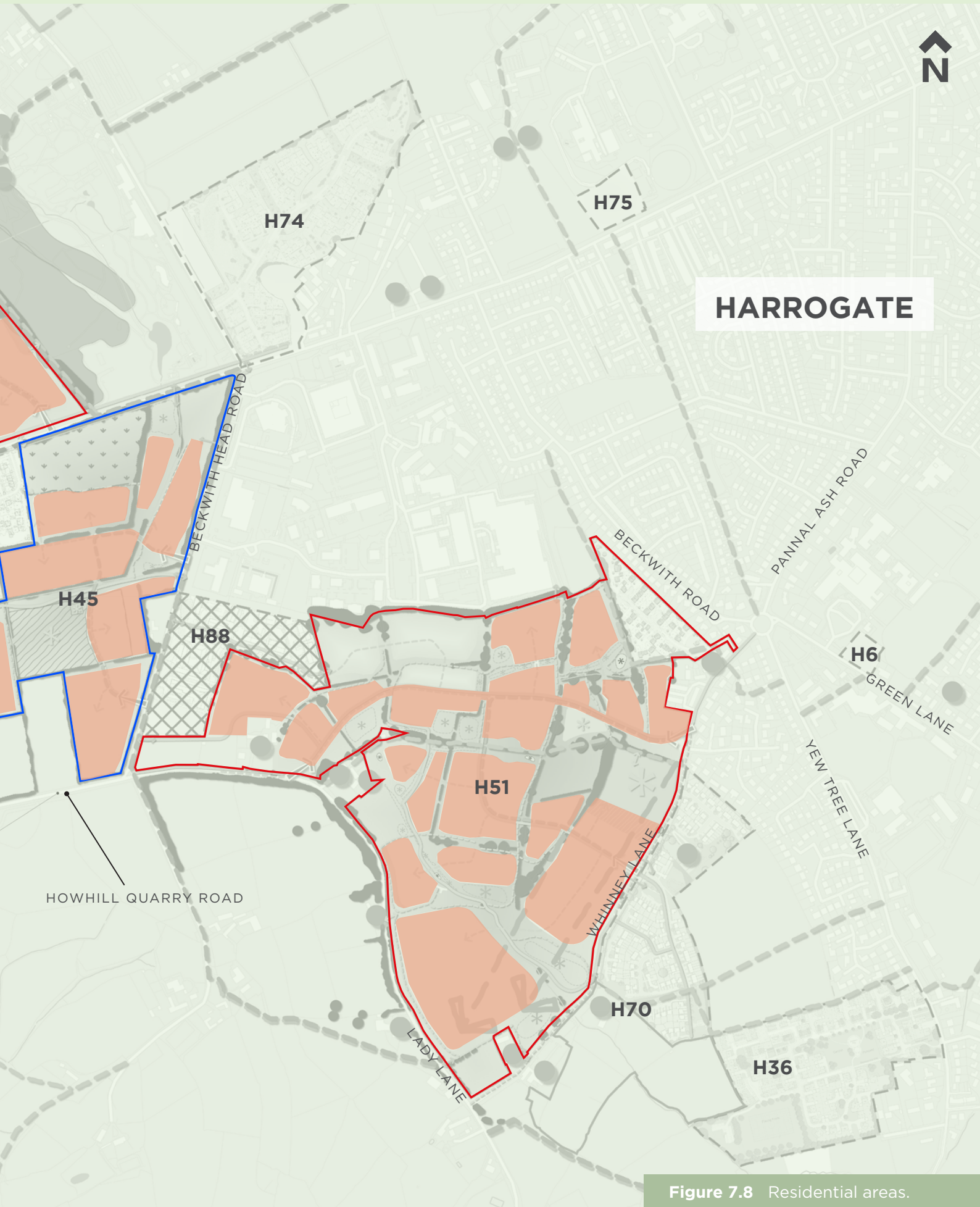


Figure 7.8 Residential areas.

Residential

Key Character Areas

A series of key character areas encompassing the residential areas has been established to provide recognisably different places that have a coherent sense of place. These character areas do not cover every part of West Harrogate, but rather focus upon the most important parts of the residential development area.

Otley Road Frontage

New homes will be set behind large canopy avenue tree planting and reinforcement of existing hedgerows on both sides to create a strong gateway feature. The existing vegetation will be retained as far as possible, with the loss of any sections of the hedgerow (i.e. to facilitate access into the Site) mitigated through replacement vegetation.

Countryside & Rural Edges

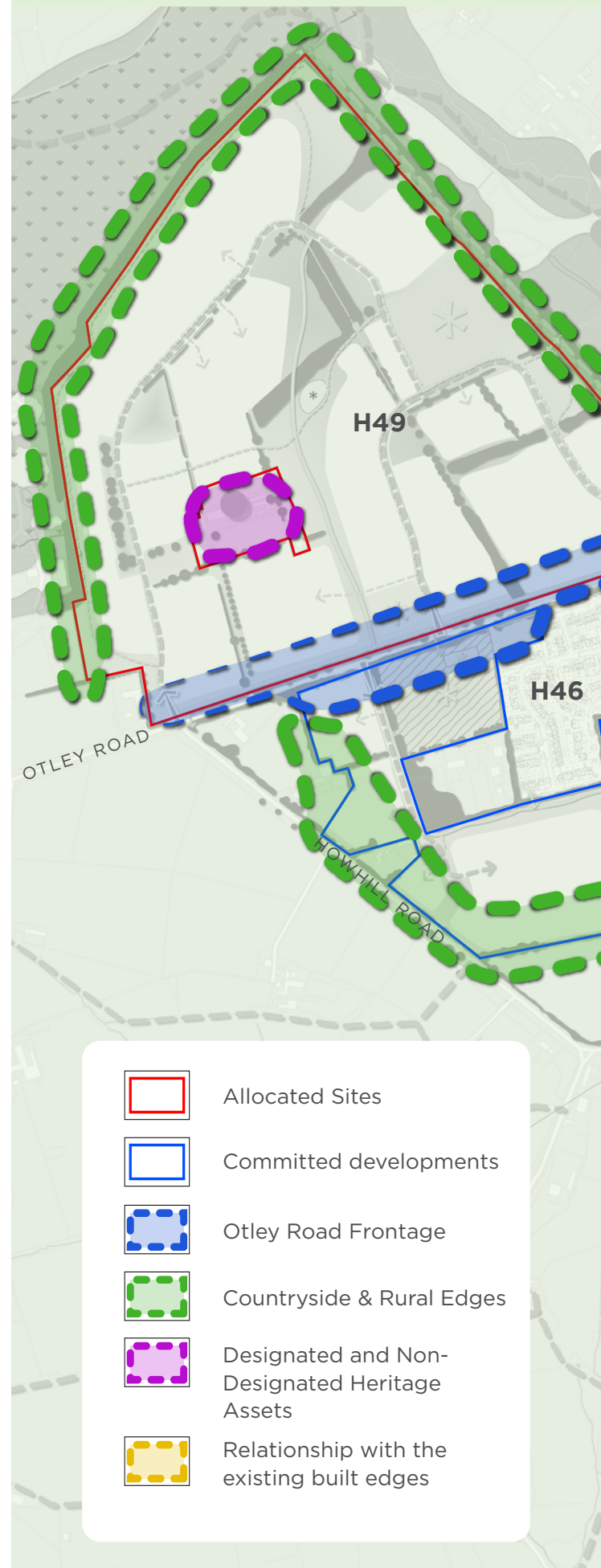
Key green edges to West Harrogate will assist in providing a soft, appropriate transition between the new built edge and the adjacent countryside, as well as Cardale Wood SINC and RHS Garden Harlow Carr. Where appropriate, density will be low to aid this transition in order to avoid a 'hard' building line. Green buffers will be included to assist the transition, identified on the Concept Masterplans at Figures (7.3?), within the green buffers there will be no above ground development, but ground level infrastructure may be appropriate (e.g. footpaths, cycleways, driveways and front gardens). Homes will be set behind larger front gardens.

Designated & Non-Designated Heritage Assets

These areas are those which require a particularly sensitive design approach, so not to cause any significant impacts on the settings of the designated and non-designated heritage assets. High quality design, consideration of density, and dwelling orientation is important to minimise impact on the heritage assets, and the new homes within close proximity should exhibit an architectural style which responds well to the heritage assets (in terms of elements such as scale, massing, materials and detailing).

Relationship with the existing built edges

It is expected that the proposals will respond appropriately to the existing built edges within the vicinity. This could be through dwelling orientation, building densities, land uses and open spaces.





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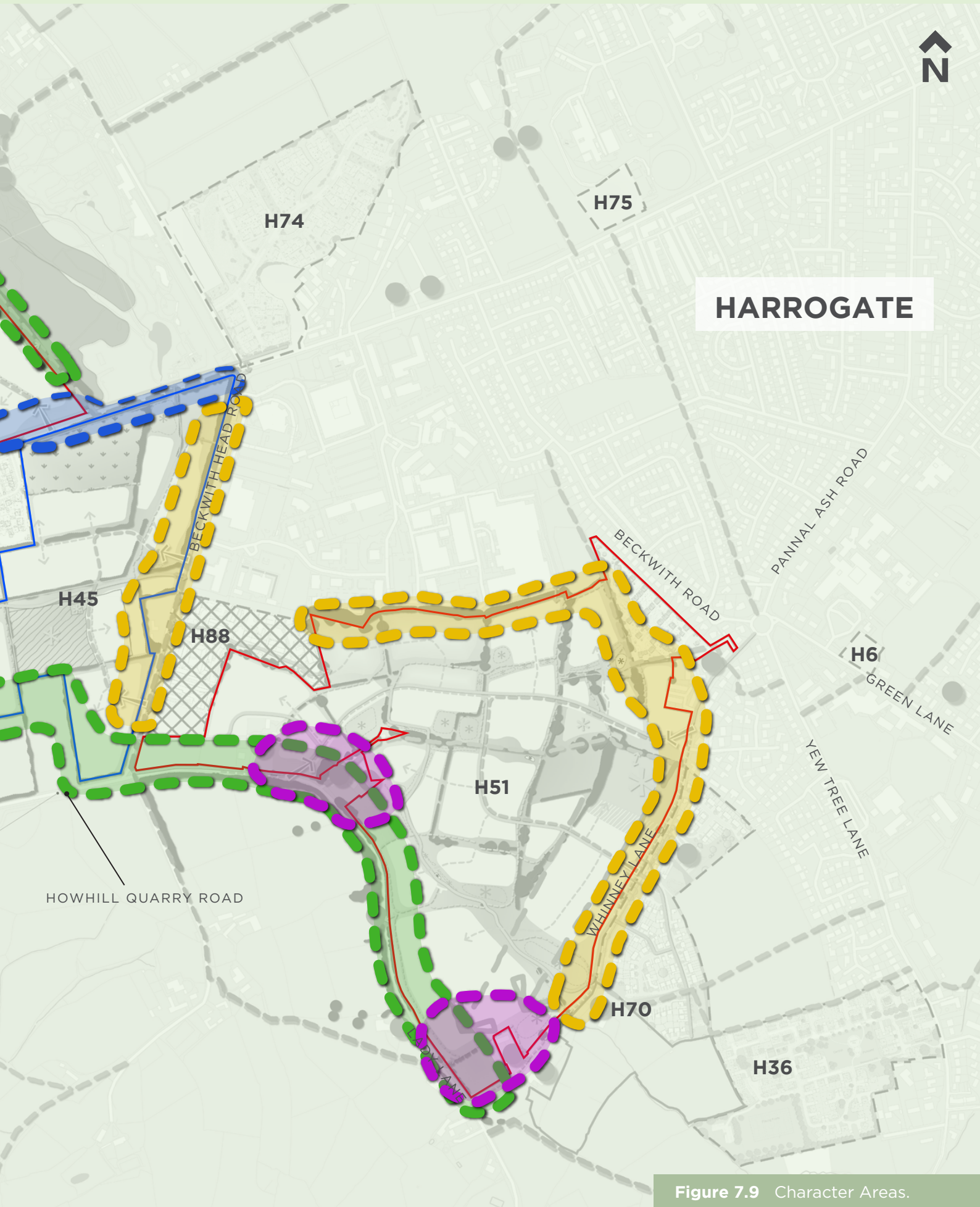
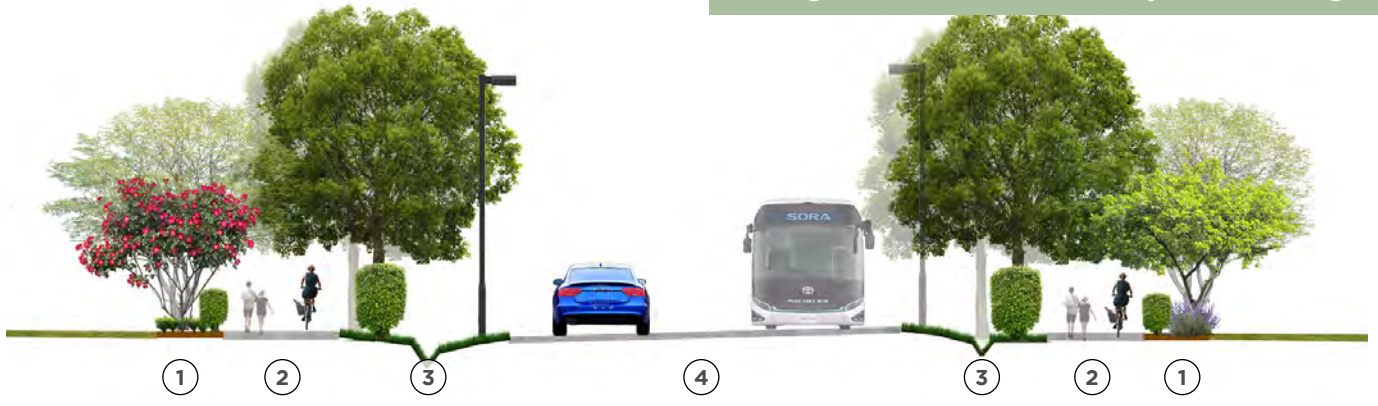


Figure 7.9 Character Areas.

Otley Road Frontage

- 1. Low hedge/ground cover with post and rail type fencing, multi-stemmed native species shrubs/small trees for human scale and inter-visibility.
- 2. Segregated footway and cycleway.
- 3. Retained and reinforced existing ditch, hedgerow and avenue trees - inter-planted native large canopy species to create full boulevard effect.
- 4. Main transport corridor and bus route.

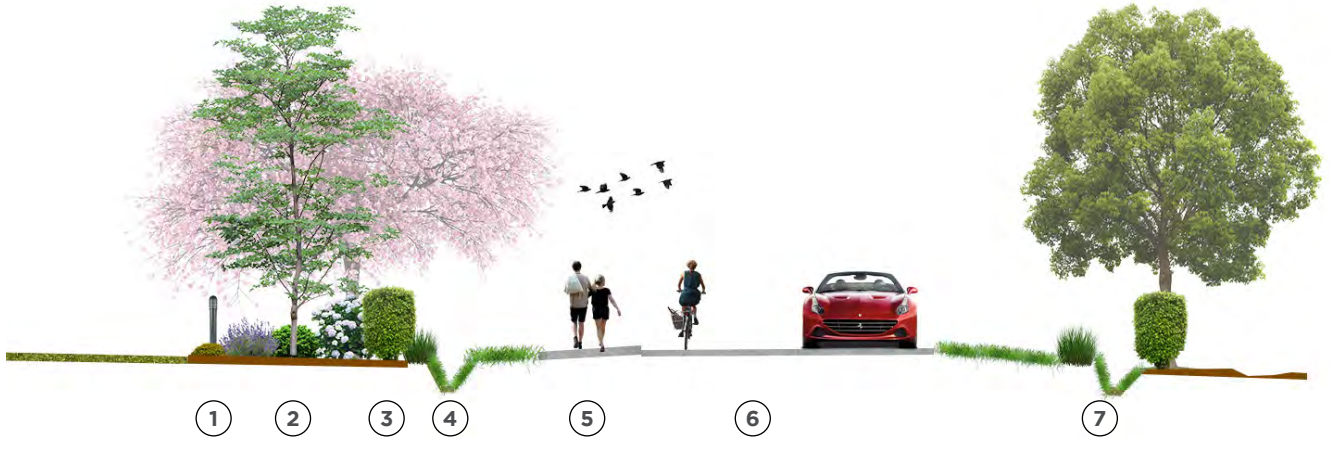
Figure 7.10 Indicative Otley Road frontage.



Countryside & Rural Edges

- 1. Low level bollard lighting.
- 2. Small ornamental native trees in-curtilage.
- 3. Low stone wall/hedge associated with built development along rural lanes,
- 4. Retain existing ditches.
- 5. New footway to built up side of the road. Widen to accommodate cyclists where necessary.
- 6. Maintain rural lane with existing width of carriageway and low traffic volumes. Street lighting only where necessary. Suitable for cyclists.
- 7. Maintain existing verge widths, ditches, hedges, and occasional hedgerow trees.

Figure 7.11 Indicative rural edge frontage.



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7.4 Primary Schools

Locational Considerations

An area of up to 2.14ha on H51 and a further 2.14 ha on H49 indicates land for provision of two 2FE schools with integral nursery provision within the boundaries of H49 and H51. The exact design of the schools and site extent/boundaries will be agreed following further design and site feasibility and ultimately determined through the development management process in consultation with the education authority.

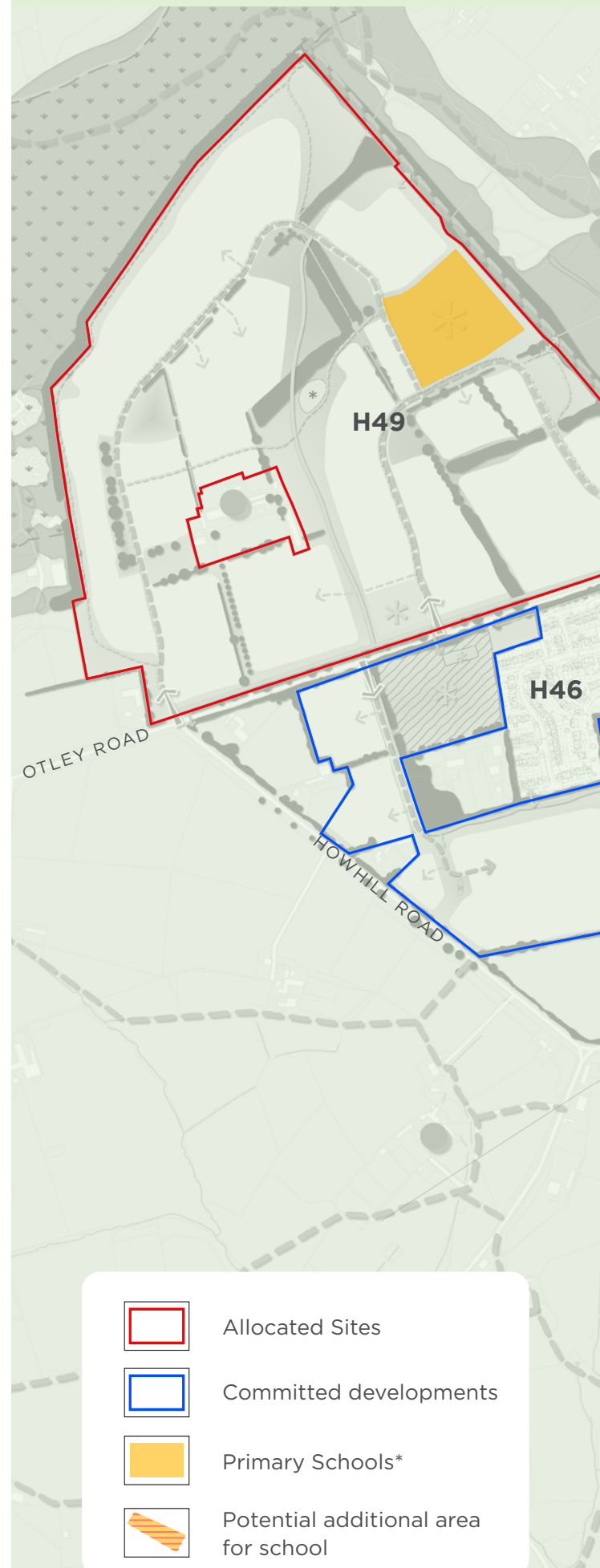
A number of considerations have influenced the location of the primary schools, to serve their functional need and to ensure they respond to West Harrogate's context. These are:

H49

- Location adjacent to the proposed bus route through H49 to ensure easy access by public transport.
- Location adjacent to the proposed pedestrian and cycle routes within H49 to ensure easy access is provided to pedestrians.
- Located so that the primary school can be phased and delivered as needed to serve the new neighbourhood.
- Located in a position where the topography can accommodate the ground modelling required to accommodate the school playing fields.

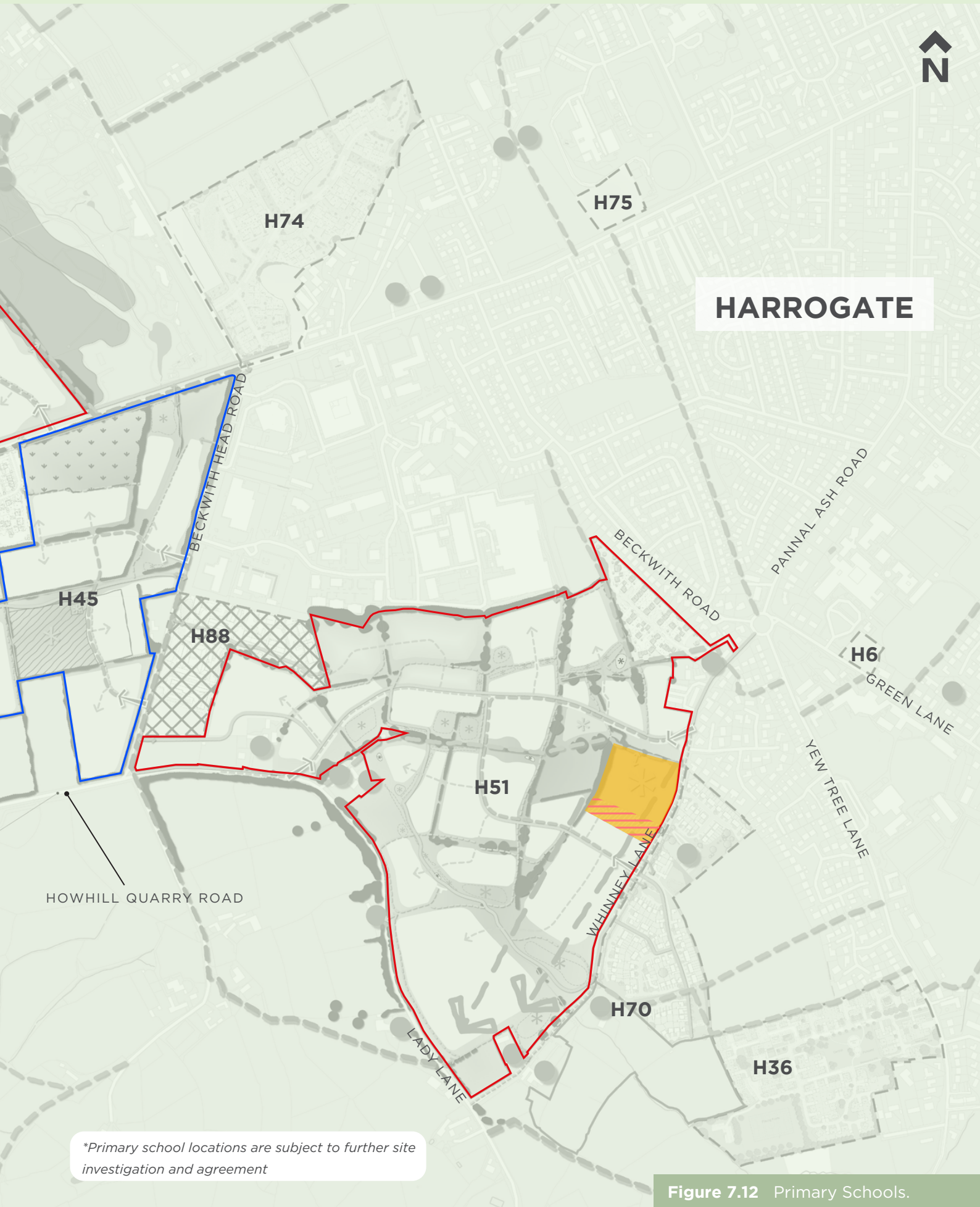
H51

- Location within close proximity to Whinney Lane and the proposed primary street and access point from Whinney Lane to ensure easy access by public transport.
- Location adjacent to the existing public footpath which runs through H51 to ensure easy access is provided to pedestrians.
- Located so that the primary school can be phased and delivered as needed to serve the new neighbourhood.
- Located in a position where the topography can accommodate the ground modelling required to accommodate the school playing fields.





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**Primary school locations are subject to further site investigation and agreement*

Figure 7.12 Primary Schools.

Primary Schools

Design Parameters and Requirements

H49

Location

Located adjacent to the primary street/bus route through H49.

Function

To provide a primary school that accords with the requirements of NYCC, is deliverable, and serves the population of the new neighbourhood across West Harrogate.

Character

Landmark building with a strong and positive frontage addressing the primary street.

Requirements

Two form entry primary school (420 places) and nursery provision within an appropriately sized site that meets the requirements of Education BB103 guidelines

H51

Location

Located adjacent Whinney Lane and close to the primary street through H51. Also adjacent to the public footpath which crosses H51.

Function

To provide a primary school that accords with the requirements of NYCC, is deliverable, and serves the population of the new neighbourhood across West Harrogate.

Character

Landmark building with a strong and positive character which responds well to its location close to Whinney Lane and at the highest point of the site.

Park and Stride to be located 200m from the main school entrance to discourage driving

Building frontage to address Whinney lane and a strong pedestrian plaza to the entrance to be incorporated to encourage active travel to school

Requirements

Two form entry primary school (420 places) and nursery provision within an appropriately sized site that meets the requirements of Education BB103 guidelines

Design Parameters (both H49 & H51)

- Fully accessible school building.
- Pedestrian/cycle links to be provided.
- Secure and sheltered cycle parking to be located near the school building's main entrance in prominent location for natural surveillance for security purposes.
- Materials palette to compliment that of the wider neighbourhood, including innovative use of contemporary architectural design and materials.
- Provide space for parents to drop off and pick up either within the school grounds or close to school, on the same side of the road as the school. Preventative measures for school parking in order to prevent/reduce congestion outside of the school, such as "park and stride" should be considered.
- Provide room for coaches to access school to pick pupils up for trips, etc.
- Landscaping to be robust and include a considered mix of tree/hedgerow/shrub planting.
- Adequate drainage to discharge surface water from the playing field on the site.

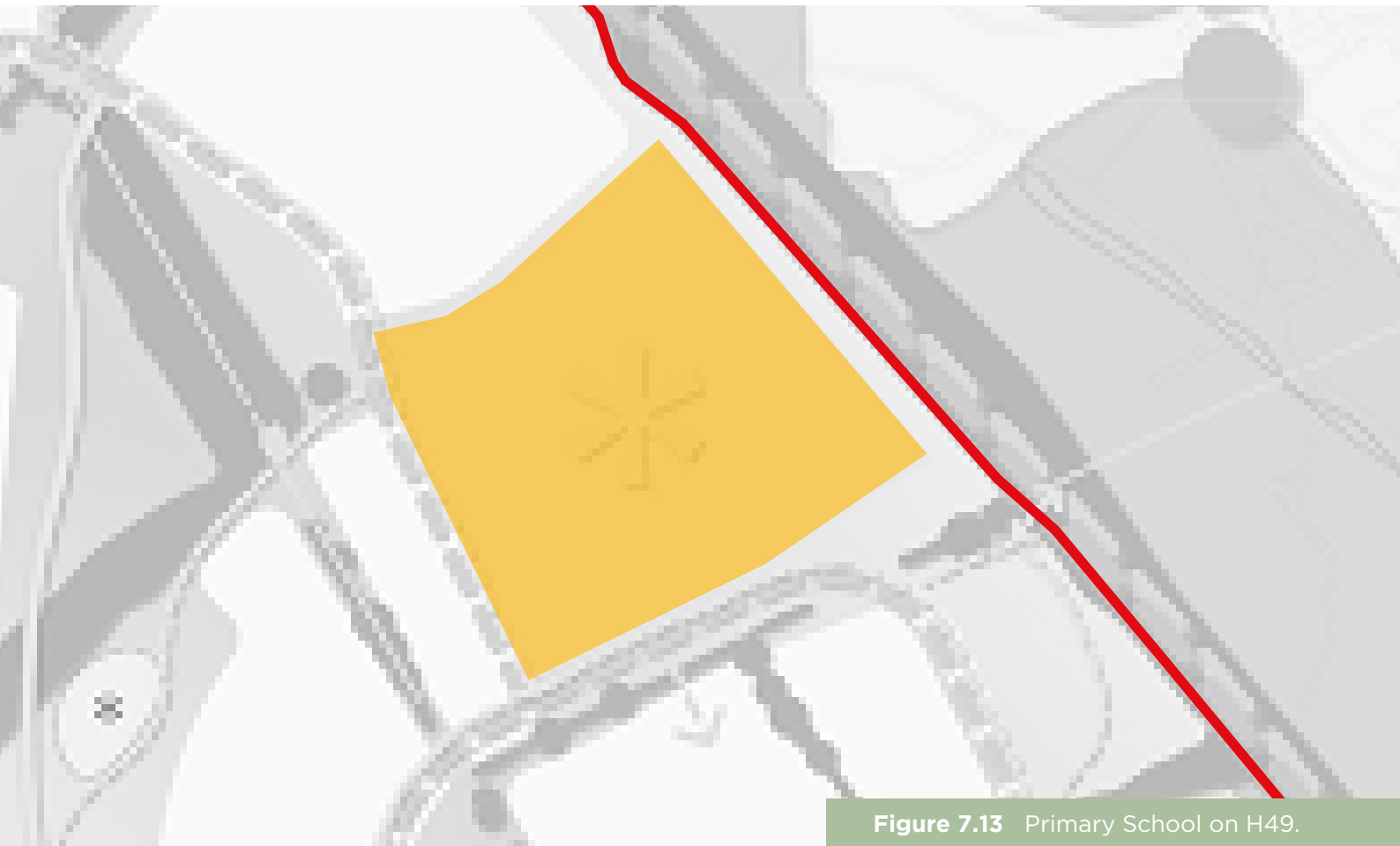


Figure 7.13 Primary School on H49.



Figure 7.14 Primary School on H51.

7.5 Local Centres

Locational Considerations

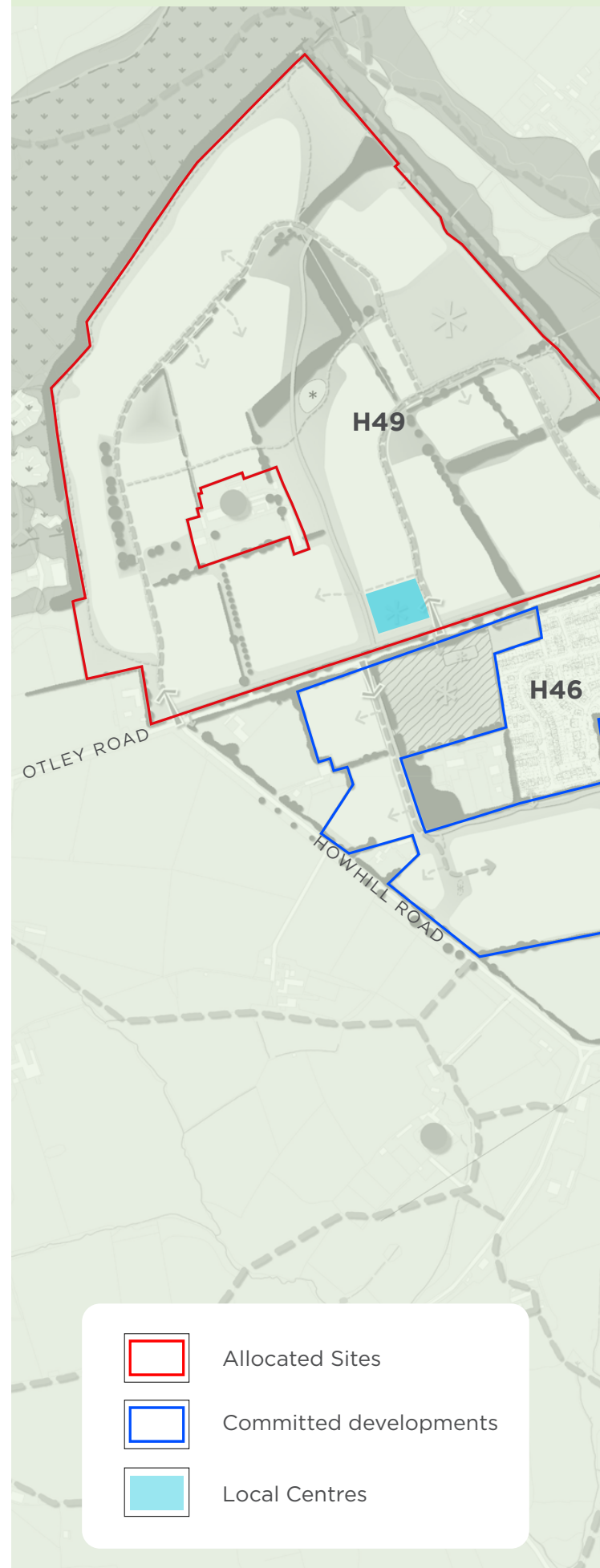
A number of considerations have influenced the location of the local centres, to serve their functional need and to ensure they respond to West Harrogate's context. These are:

H49

- Location at the junction of the bus route through H49 and Otley Road to ensure easy access by public transport, as well as private motor vehicles.
- Location adjacent to the key pedestrian and cycle link through H49 (and subsequently H45/H51) to ensure easy access is provided to pedestrians and cyclists.
- Location in a prominent position along Otley Road to allow potential retail uses to benefit from passing trade, and to aid in wayfinding and legibility of the area.
- Located so that the local centre can be phased and delivered as needed to serve the new neighbourhood.

H51

- Location adjacent to the proposed bus route through H51 to ensure easy access by public transport as well as private motor vehicles.
- Location adjacent to the existing public footpath which crosses H51 to ensure easy access is provided to pedestrians.
- Location in a prominent position close to the access point from Whinney Lane to allow potential retail uses to benefit from passing trade, and to aid in wayfinding and legibility of the area.
- Located so that the local centre can be phased and delivered as needed to serve the new neighbourhood.





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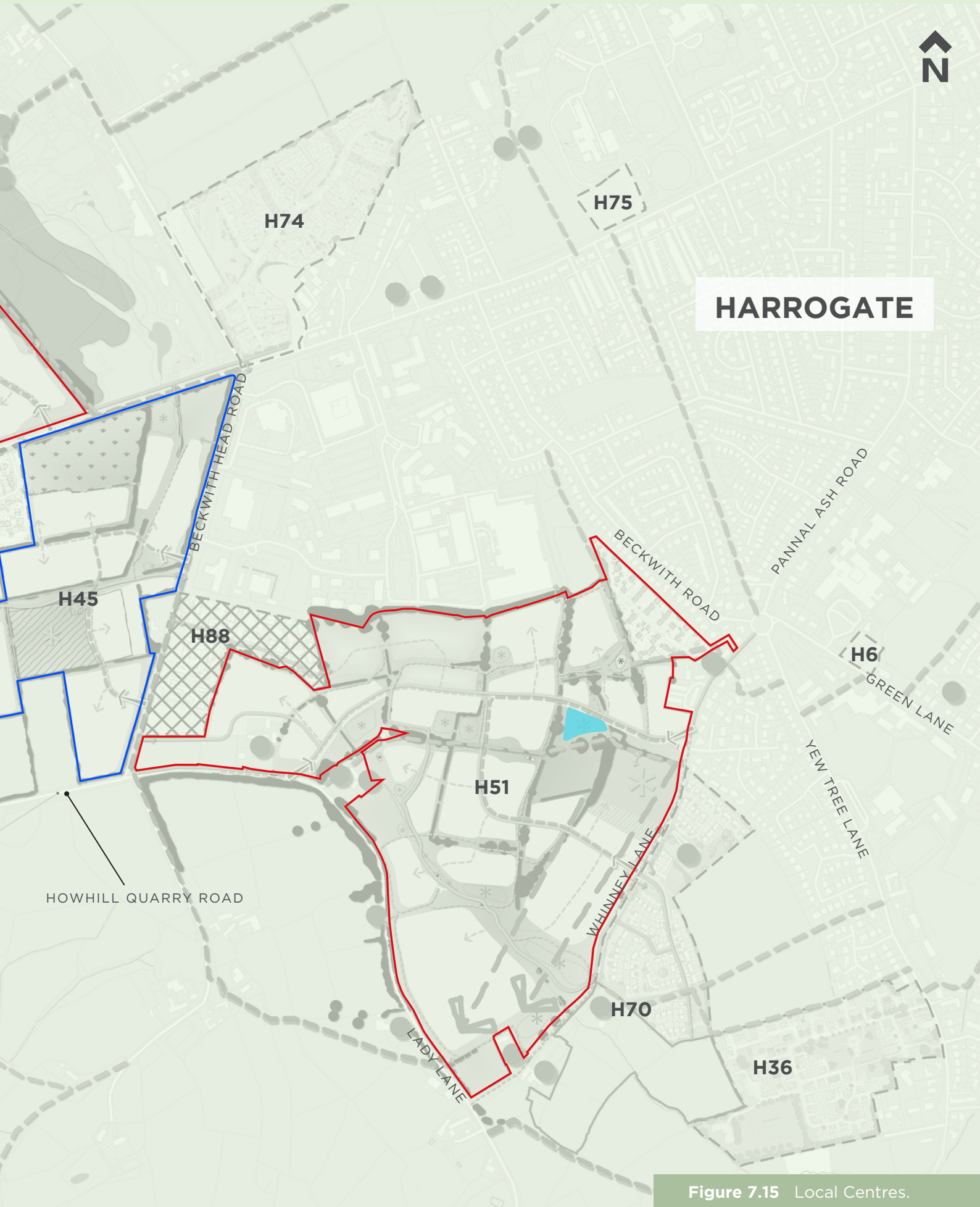


Figure 7.15 Local Centres.

Local Centres

Design Parameters and Requirements

H49

Location

Located at the junction of one of H49's site entrances and Otley Road.

Function

A hub of activity comprising potential retail, office, and/or health uses, as well as serving as a mobility hub with car sharing clubs, bicycle storage and delivery pick-up points.

Character

Landmark buildings presenting a strong and positive frontage, overlooking the primary street and Otley Road. The buildings should be designed to create a harmonious character within the local centre, although they may be of different heights and scales.

Requirements

Multiple buildings may be required to accommodate a mix of services and facilities.

H51

Location

Located adjacent to the primary street/bus route through H51.

Function

A hub of activity comprising potential retail, office, and/or health uses, as well as serving as a mobility hub with car sharing clubs, bicycle storage and delivery pick-up points.

Character

Landmark buildings presenting a strong and positive frontage, overlooking the primary street and Otley Road. The buildings should be designed to create a harmonious character within the local centre, although they may be of different heights and scales.

Requirements

Multiple buildings may be required to accommodate a mix of services and facilities.

Design Parameters (both H49 & H51)

- Up to 2½ storey building heights designed as new local landmark - architectural treatment and use of materials to create visual stimulation and delight that distinguishes buildings from adjacent residential development.
- Where multiple buildings are provided these should have similar character, through the use of, for example, materials and architectural detailing.
- Strong frontage overlooking the adjoining streets.
- Non-residential uses to be fully accessible.
- Public realm to be defined by change of materials and/or surfacing colour to mark importance of focal point.
- Benches and street furniture/landscaping to encourage positive use of the public realm.
- Refuse storage to rear of building, and service yards to be screened by new native hedgerow and tree planting.
- Cycle parking and secure storage to be provided nearby in well-overlooked location for security purposes.
- Public car parking incorporated into public realm. Car sharing club to be included within public car park.
- Strong pedestrian and cycle links to provide direct connection to the wider development and existing settlement.



Figure 7.16 Local Centre on H49.



Figure 7.17 Local Centre on H51.

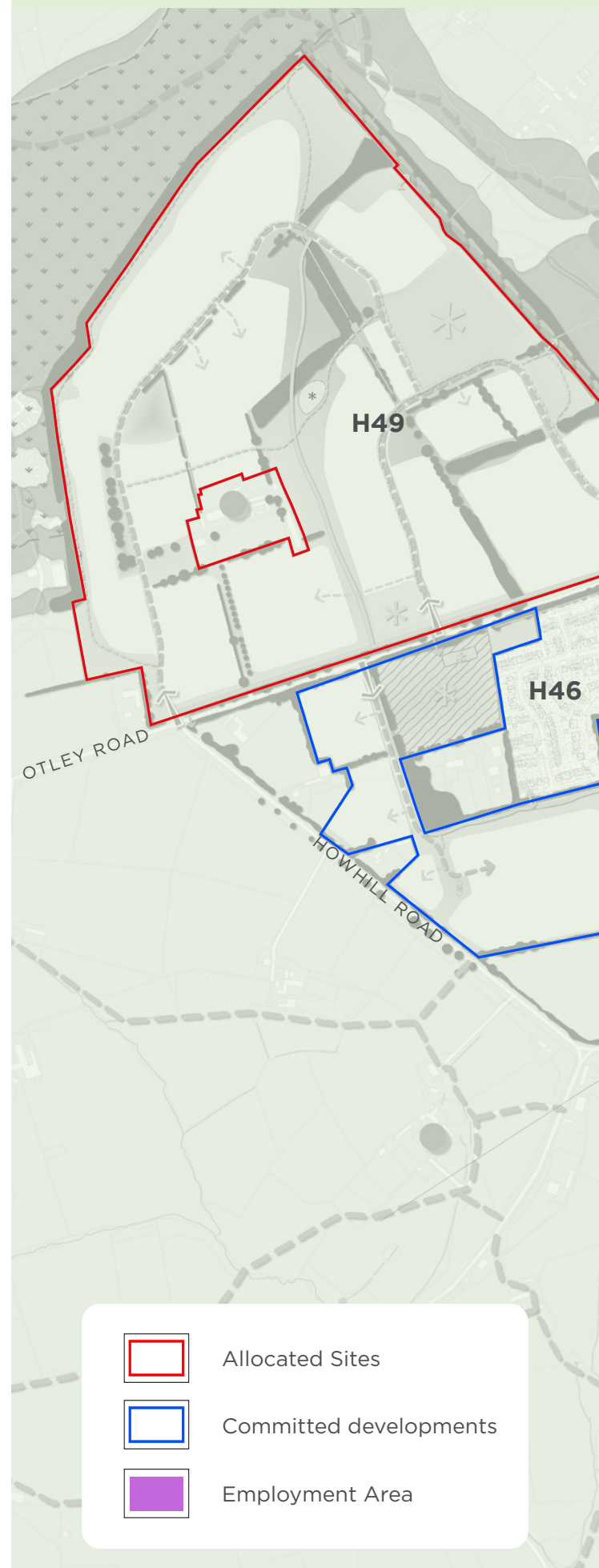
7.6 Employment Area

Locational Considerations

A number of considerations have influenced the location of the employment area, to serve their functional need and to ensure they respond to West Harrogate's context. These are:

H51

- Location adjacent to the existing employment area at Cardale Business Park to ensure that existing and proposed employment uses are grouped together.
- Location adjacent to the proposed bus route through H51 to ensure easy access is provided via public transport.
- Location adjacent to the proposed strategic pedestrian and cycle route through H51 to encourage travel by active and sustainable modes of transport.





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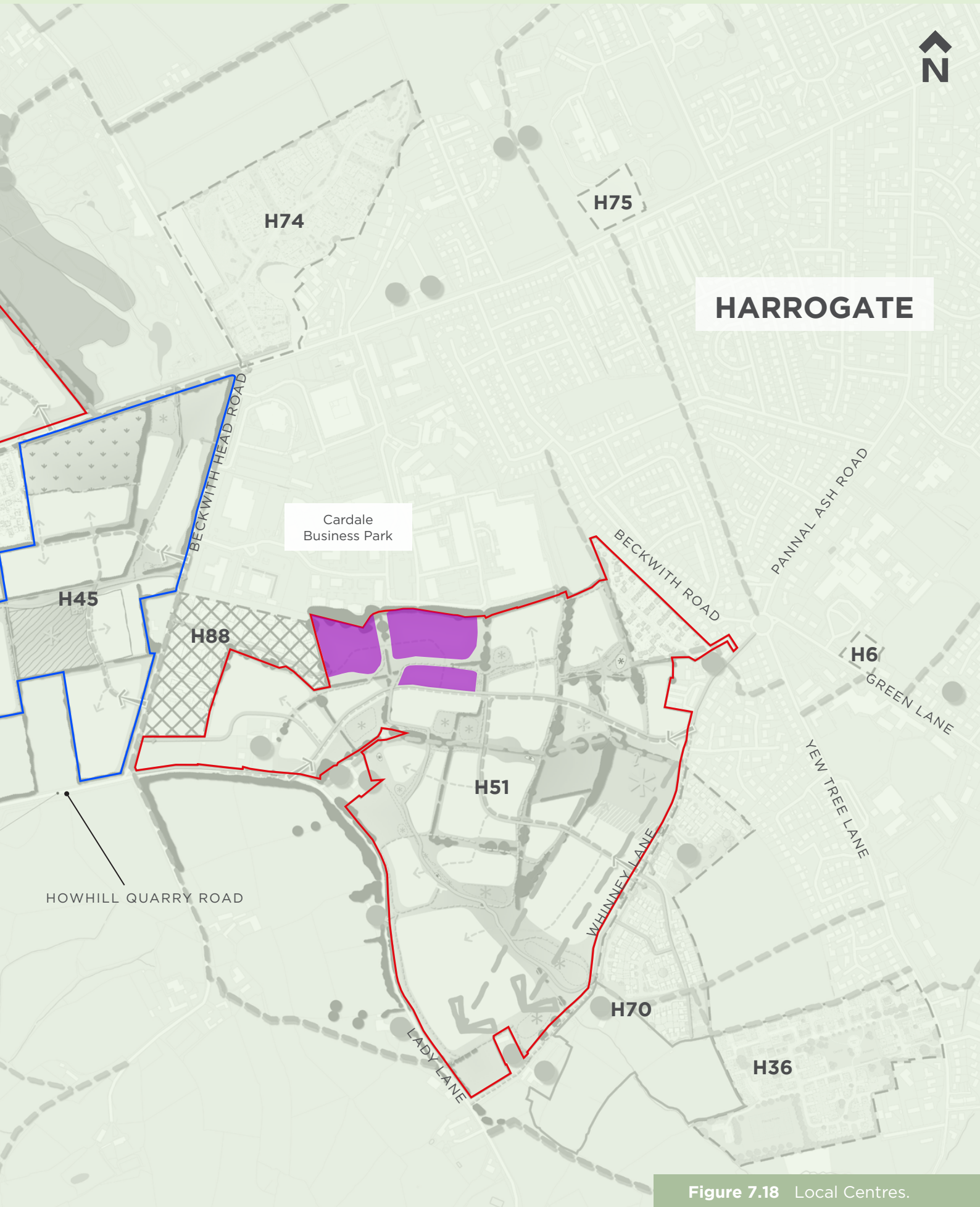


Figure 7.18 Local Centres.

Employment Area

Design Parameters and Requirements

Location

Located adjacent to Cardale Business Park to ensure existing and proposed employment uses are grouped together. Also located adjacent to key transport corridors, such as the bus route and strategic pedestrian/cycle route through H51.

Function

Wide range of flexible employment opportunities.

Character

Contemporary landmark buildings that act as focal points within the employment area. Buildings should be orientated to overlook the public realm to provide natural surveillance.

Requirements

The floorspace will be dictated by the proposed uses. Dedicated buildings for the various uses may be required.

Design Parameters

- Employment buildings will positively address the streets running through the employment area.
- Up to 3 storey building heights designed as new local landmarks - architectural treatment and use of materials to respond positively to Cardale Business Park.
- Interface between the employment uses and the streets to be landscaped with tree and hedgerow planting located within the employment plots. Limited palette of tree and hedgerow planting will create a consistent character along the streets.
- Cycle parking and secure storage to be provided nearby in well-overlooked location for security purposes.
- Wherever possible, the majority of car parking to be provided within well-landscaped parking courts located behind buildings.
- Smaller, well-landscaped parking areas to be located to fronts of buildings to accommodate parking for visitors and disabled people. All parking areas to provide sufficient parking to avoid parking overspilling onto the street.
- Strong pedestrian and cycle links to provide direct connection to the wider development and existing settlement.



Figure 7.19 Employment Area on H51.

7.7 Sports Pitches and Facilities

Considerations

A number of considerations are important for the provision of the sports pitches: These are:

Location

Located with excellent links to the pedestrian/cycle routes running through H45, H49 and H51 and public transport to ensure easy access to all users by car and non-car modes of transport.

Opportunity to provide a sports hub on H45 that is accessible to all of the new residents of the West Harrogate development.

Opportunity to consider community sport pitch provision within the Primary Schools secured by an appropriate and enforceable Community Use Agreement

Function

To provide sufficient and sustainable sports pitches and ancillary facilities that accord with the requirements and needs of the area and serve the population of the new neighbourhood across West Harrogate.

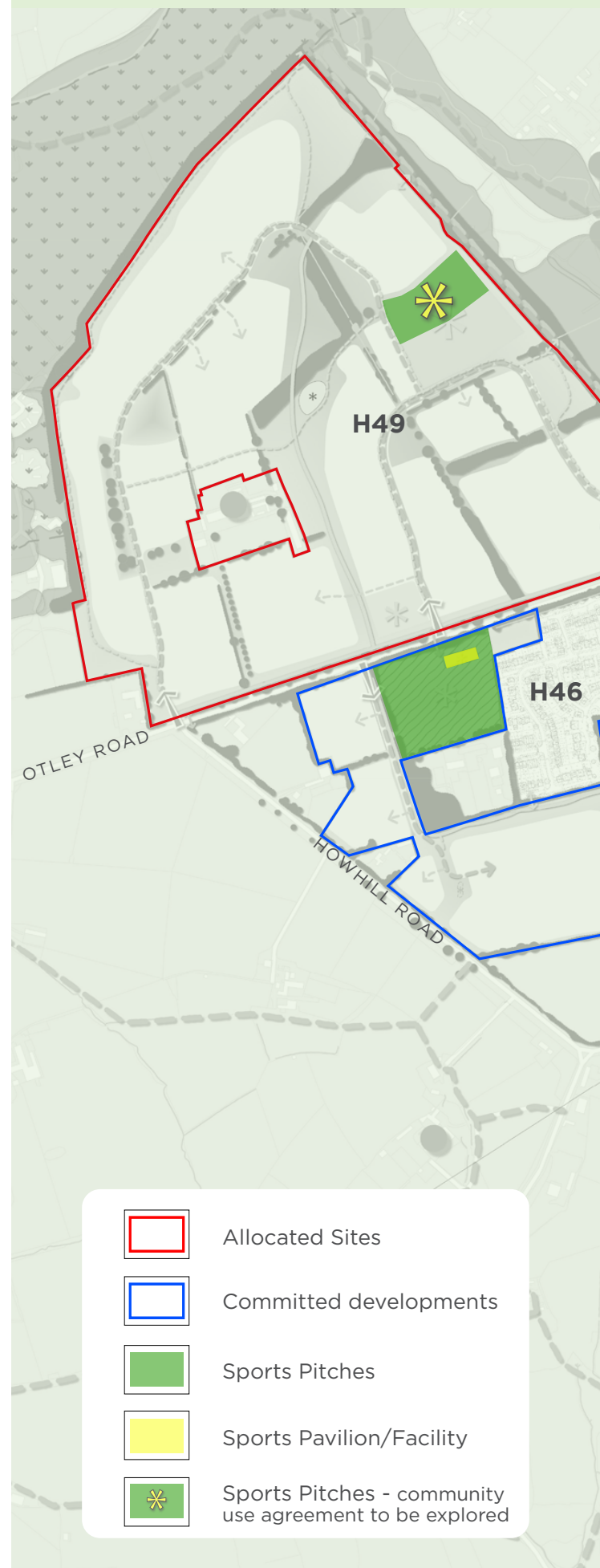
Character

Integrated well within the proposed residential areas, with appropriate overlooking aspects and attractive landscaping.

Requirements

Provision should be of sufficient size to sufficiently provide:

1x adult 11-a-side football pitch, 2x youth 11-a-side football pitches, 2x youth 7-a-side football pitches. In addition to the requirements, a replacement cricket pitch will be provided. Plus ancillary requirements would include 6 changing room facilities and car parking.





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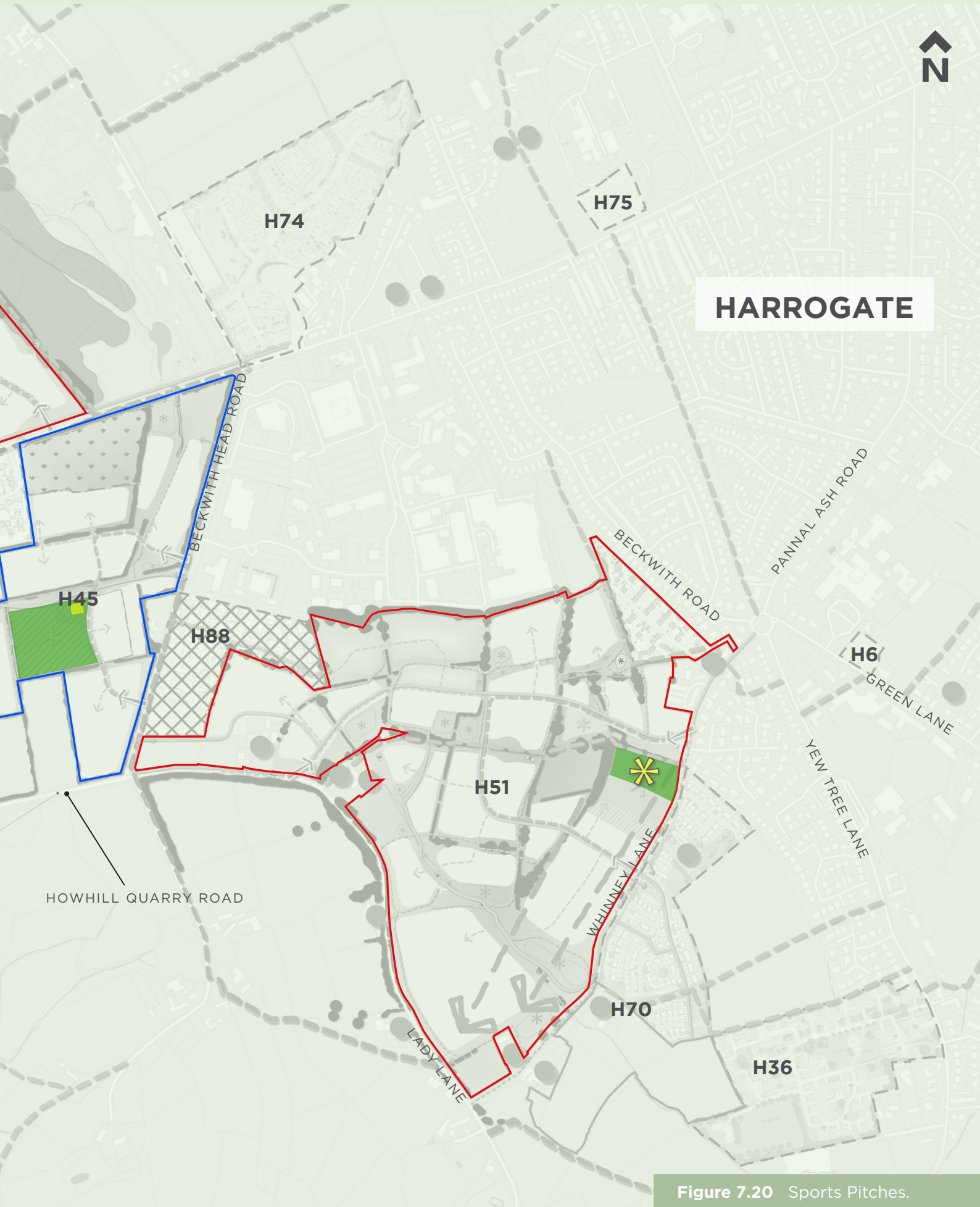


Figure 7.20 Sports Pitches.

Delivery Section

This section of the West Harrogate Parameters Plan (WHPP) sets out the process for ensuring the co-ordinated and comprehensive delivery of Infrastructure in West Harrogate. Alongside the development of the WHPP, the Council has employed the services of consultants Hyas to prepare a West Harrogate Infrastructure Delivery Strategy (WHIDS). We set out below, the information which will be provided within the WHIDS, along with guidance around the tools and mechanisms which will be used to ensure design quality is maintained throughout the development management process.

West Harrogate Infrastructure Delivery Strategy (WHIDS)

The Harrogate District Local Plan was supported by an Infrastructure Delivery Plan (IDP), which established the additional infrastructure and service needs, which were required to support the development proposed within the Harrogate Local Plan. The West Harrogate Infrastructure Delivery Strategy (WHIDS) builds upon the information within the Harrogate IDP, to provide more detail about the infrastructure requirements for West Harrogate and the cost of that infrastructure. The document will define the infrastructure requirements by providing an Infrastructure Schedule (contained at Appendix 1 of this document) which is supported by phasing plans and schedules relating to the anticipated rate of delivery in West Harrogate.

To inform the preparation of the WHIDS, an infrastructure workshop has been held with local authority officers. Meetings with utility providers and site promoters have also been undertaken. Further specific understanding of the infrastructure requirements will continue to develop as proposals for the sites become more detailed.

The WHIDS will include a full review of existing capacity and timings for the phasing of critical key infrastructure as necessary, to unlock development parcels, based on the information available at the time of preparation.

The WHIDS covers the following key themes:

- **Education provision**
- **Health and well being**
- **Water and drainage infrastructure**
- **Sport and playing fields provision**
- **Highways and movement including pedestrian and cycle connectivity**
- **Open space, green and blue infrastructure and village halls**

The WHIDS will be used to help inform the draft Heads of Terms for Section 106 agreements on each of the sites. A summary of the key infrastructure requirements is provided below:

Delivery of infrastructure

Development proposals which demonstrate a coherent and integrated approach to the provision of strategic and on-site infrastructure are required, in order to ensure a comprehensive new community at West of Harrogate. Planning Applications that do not achieve this will be resisted.

Development should be delivered at the right time and in the right place, to ensure a high quality and sustainable community is established from the outset. A range of different types of infrastructure play a key role in achieving the economic, social and environmental objectives of sustainable development. Infrastructure provision is therefore an essential component in delivering successful communities and neighbourhoods at the West of Harrogate. An infrastructure delivery schedule for West of Harrogate forms part of the WHPP (see Appendix 1) and all planning applications and site specific masterplans will need to reflect the requirements of this schedule in their proposals.

The COVID pandemic has highlighted the increasing importance of active travel and influenced travel choices, and access to public and private green spaces in and around our built-up areas. Infrastructure provision continues to play a critical urban planning role in achieving healthier, climate friendly and resilient places to live. Infrastructure planning can be subject to change due to the influence of wider societal and economic impacts, and as such should be subject to review.

The infrastructure delivery schedule sets out core infrastructure requirements now for the West of Harrogate. These infrastructure requirements reflect existing capacities, opportunities, and projected future needs – based on up-to-date discussions and inputs from infrastructure providers. Key infrastructure requirements for West of Harrogate relate to education, health, water & drainage, transport/ highways, sports provision and open space.

Education: For both primary and secondary education, facilities will be required to be provided in the early phases of development, due to the insufficient capacity in existing provision. The actual timing will be agreed through the planning application process and secured through an appropriate planning condition (s) or, S106. This will be based on the number of new school places required, linked to the number of new homes and their sizes. For the delivery of primary education facilities, land will be required to provide 2 new schools. Additional secondary school places will be provided by the permanent expansion of existing schools. It is anticipated that the delivery of new schools will be by the 'presumption route', whereby the local authority invites expressions of interest, runs a competition between academy trusts and then designs and delivers the school, using the financial contributions.

Health: Residents of the new homes West of Harrogate will generate additional demands as new members of GP Practices. Confirmation from the CCG is required as to whether this will be an on-site facility in West Harrogate or off-site improvements to existing off-site health facilities to meet these needs for growth. This will be agreed through the planning application process and secured through appropriate condition(s) on any planning permission or S106.

Water & Drainage: Whilst the high level extent of new infrastructure is set out in the Local Plan IDP, discussions are ongoing with Yorkshire Water to establish the foul drainage provision in greater detail. A collaborate approach could identify optimal drainage solutions that can deliver wider benefits (such as environmental & recreational) and reduce any requirements for water course upgrades, if required. Understanding relevant water courses onto the sites and identifying the drainage catchment areas is critical to this exercise and understanding. North Yorkshire County Council are currently reviewing this position and will feed further information into the WHIDS.

Transport: A range of transport and highway infrastructure improvements are reflected in the schedule. Offsite highway mitigation is required as part of the west of Harrogate developments. The identification of these measures is not fully detailed within the schedule, but will be informed by a cumulative assessment of transport impacts of all West Harrogate sites being undertaken by site promoters, together with the individual Transport Assessments (TAs) that will support specific planning applications. Any planning applications will also need to include individual Transport Assessments (TAs) and Travel Plans (TPs) that will support specific planning applications and site specific measures.

The package of transport and highway improvements reflects the importance of all modes and active travel requirements. This includes: the provision of EV charging points; extended bus services with increased frequencies; new cycling and walking infrastructure, within sites and linking to existing routes, services and facilities; and measures along Otley Road – intelligent traffic signals, speed limit reductions and potentially a continuation of the new cycle lane.

Where possible, sustainable travel infrastructure should be provided in the earliest phases of development in order that early occupiers of the sites have the opportunity to travel sustainably and get into the habit of choosing those modes of transport ahead of the private car.

Approach to delivery of transport/highway infrastructure

Harrogate Borough Council (as the Local Planning Authority) and North Yorkshire County Council (as the Local Highway Authority) will be considering proposed developments, in West Harrogate, on a cumulative impact basis. As such, both authorities have requested promoters undertake a cumulative traffic assessment, to quantify and adequately identify the impacts of the planned developments in the West of Harrogate; this is in addition to individual Transport Assessments, which will be required to accompany specific planning applications. The intention is that the cumulative impact of the West Harrogate development sites is tested and understood by all parties in order to avoid a 'first past the post' approach to development. The scope of the assessment was agreed between the two authorities and promoters. The outputs of this assessment will inform the full suite of off-site mitigation measures required to make the developments acceptable in planning terms. It will also feed into the infrastructure delivery strategy to determine what infrastructure is required and when.

HBC and NYCC have also been working collaboratively with the site promoters in considering the apportionment of costs for off-site transport mitigation (this includes improvements to the highway, active mode and public transport provision). The apportionment of costs for off-site highway mitigation has been calculated using the Harrogate District Transport VISUM Model (HDTM), developed to support the production of the Harrogate District Local Plan. The apportionment process used the HDTM to determine which developments are contributing additional traffic flow, and proportionally how much, at those junctions requiring mitigation to be implemented. This, together with a per dwelling equivalent calculation for other interventions ensures a proportionate and fair contribution toward mitigation costs can be calculated for each development site and secured in due course by S106 agreement. The scale and cost of mitigation required will be informed by the cumulative assessment work referred to above.

As part of the considerations of the impacts of the development, both NYCC and HBC have highlighted to site promoters that the design of walking and cycling infrastructure should

be given the same, if not greater, priority than designing for the movement of private motorised transport. Furthermore, the movement of people via sustainable transport modes is an intrinsic part of the masterplanning process and should not be considered an afterthought. It is acknowledged that site layouts may change throughout the planning application process, however sufficient land/space should be made available for the provision of high-quality active mode infrastructure, designed in accordance with the Department for Transport's Local Transport Note (LTN) 1/20: Cycle Infrastructure Design (which highlights the need for active mode routes to be coherent, direct; safe, comfortable and attractive). Additionally, the design of road and junction layouts must take account of safe movement of people by all transport modes.

In order to ensure good connectivity between the different sites within West Harrogate, the local authorities have requested that promoters provide Route Corridor Plans. The purpose of these is to ensure joined up design between neighbouring sites and to demonstrate how accesses and connections for all modes are made along the routes to, from and between sites. This is to ensure that safe and appropriate access points to the different sites can be provided, as well as ensuring good connectivity for all modes is provided across the new and existing developments in the area, to provide an attractive and coherent transport network. These route corridor plans have informed the concept masterplan drawings within section 6 of this document.

Sports Provision: Sport England's Playing Pitch New Development Calculator provides a tool for assessing playing pitch contributions, taking account of sites and existing provision/facilities within Harrogate. This calculation considers how many new teams would be generated from an increase in population derived from the West of Harrogate housing growth. Having determined the playing pitch requirement from the development, it is then assessed whether new provision is required and whether this should be on or off site, and if other pitch and non-pitch requirements result from the development. The focus is on football, rugby, cricket, and hockey. Football will require on-site provision of pitches and additional changing rooms. Cricket will require on-site provision to provide a replacement cricket facility and off-site contributions to improve capacity at

an existing club. For Rugby Union and Hockey off site contributions will help to improve and provide better facilities elsewhere in Harrogate. Along with the pitch provision detailed above, Community Use Agreements would be sought for the pitches to be located within the proposed primary schools.

Open Space: On site provision and contributions for the provision of open space are determined based on the “Provision for Open Space and Village Halls Supplementary Planning Document (2021).” HBC requires a financial contribution towards the maintenance of facilities/spaces. As set out in the policy section of this document. For these strategic sites, there is an opportunity to develop high quality open space. The calculations are used to establish the starting point for contributions, with the actual amount of on-site provision to be established as part of site specific master plan/planning application discussions and in consultation with the Open Space Consultation Group. The infrastructure delivery schedule identifies land areas for the site-specific provision of amenity greenspace, natural & semi-natural greenspace, parks and gardens and for children and young people. Financial contributions for allotments, cemeteries and for children and young people are also set out.

The Design Process and Planning Applications

A number of outline planning applications and requests for pre-application advice have already been submitted for consideration and it is essential that the site promoters/applicants continue to work collaboratively and cooperatively with one another and the Councils, to explore the most appropriate methods of delivery, management and governance, as part of the planning application process.

National Planning Policy Guidance on Design Process and Tools emphasises that:

“Design quality cannot be achieved through an outline planning application alone. Well-designed places can be achieved by taking a proactive and collaborative approach at all stages of the planning process, from policy and plan formulation through to the determination of planning applications and the post approval stage.”

The design ethos, approach, key drivers and objectives for any development proposals should be made clear at the outset of the planning application process and will need to flow through

the whole of the design process; from concept to delivery. Each planning stage will require the submission of relevant supporting documents and information. There will be a requirement for development proposed within individual planning applications to be of sufficient high quality and distinctiveness (in line with the NPPF, NDG and NMDC); to accord with the vision, parameters and principles set out within this document, as well as relevant planning policies/guidance and to provide certainty in their delivery and contribution to the whole place.

Individual planning applications must also have regard to whether development and/or infrastructure is critical to achieving the comprehensive development of the site. Planning applications must appropriately accommodate, and provide for, the delivery of necessary strategic infrastructure. Applicants will be required to demonstrate how the edges of their site will be developed and the potential relationship with the adjacent land and strategic infrastructure. Where a site adjoins future developable land, outside the secure control of the applicant, it should be demonstrated how the development proposed will relate positively and connect appropriately with the adjacent site, be of a consistent high quality and contribute towards the delivery of the whole place.

Site Specific Master Plans: The recently published National Model Design Code encourages the use of 'Development Site Masterplans' as a tool to apply the principal of coding at an individual site level:

"Development Site Masterplan: The aim of the masterplan is to provide a framework for the application of the design code to the site. This is likely to include: The landscape strategy, taking account of existing natural features of the site and wider area, biodiversity and new structural elements. Green infrastructure including the amount and position of open space provision. The number, type and tenure of homes and other uses (from the local plan allocation). The points of access and connection to the wider street network. The broad position of the primary and secondary streets but not local streets. The position of the local centre if relevant. The area types that will apply to different parts of the site (which will in turn reference rules on density, height, street building line etc.) Sustainability measures and supportive design in respect of masterplanning."

As set out within the policy section of this document, there is a requirement for whole site specific masterplans to be prepared for sites H49 and H51, in accordance with the WHPP. It is also recommended that a site specific masterplan be prepared for site H45. A concept masterplan is required for site H70. The whole site specific masterplans should be the subject of early engagement and discussion with the Council and should also be the subject of consultation with the local community, as early as possible in the design process. Site specific masterplans will be provided to the Council for comment prior to the submission of applications. The WHPP and the site specific masterplans for each site will be a material consideration when determining planning applications through the development management process.

The site specific masterplans must show that the sites' edges fit together well, so that there is a visual balance in their density, scale and form, and that the street typology and landscape character flows across site boundaries. Building heights and density must consider the surrounding context, including built form and topography, to protect privacy and outlook of dwellings adjacent to the site and ensure that the development sits comfortably within the landscape.

The site specific masterplan for each planning application should:

- **differentiate character areas/area types with varying densities and characteristics informed by local vernacular analysis (and not merely responding to nearby suburban forms)**
- **identify development blocks**
- **set out the green and blue infrastructure network including existing environmental assets**
- **demonstrate good urban design and building for healthy lifestyles principles**
- **indicate the phasing approach**
- **show connectivity, movement and access – within the site and to the broader district and town, it's facilities and attractions**
- **give locations of gateways/nodes/landmarks/focal points, to improve legibility**
- **set out vistas**
- **show where there are contextual interfaces between areas**
- **indicate key frontages**
- **show land uses and capacities – including social infrastructure**
- **indicate height and density**
- **establish a strategy for biodiversity no net loss**

Site specific phasing and infrastructure delivery information is expected to be submitted alongside individual planning applications. This information will set out the key infrastructure components of the parcel of development, including those that may need to be delivered off-site (such as the movement network, critical green infrastructure, SuDs, community facilities and other relevant utilities etc.), demonstrating how they will be implemented and come forward alongside housing to ensure a comprehensive approach is being applied. This will help to inform planning conditions and s106 agreements to ensure key infrastructure components are provided in a timely manner. Applicants should include detailed phasing plans for infrastructure delivery, together with proposals for long term management and maintenance."

Design and Access Statements (DAS): The DAS should align with the site wide masterplan in setting out the vision and design objectives for the scheme and how the proposal is in accordance with the WHPP and how the scheme in question will contribute to a co-ordinated and comprehensive approach to development across the allocation. This will provide the basis for the quality of design to be managed through subsequent design codes and reserved matters applications.

On applications for more significant, complex and/or sensitive proposals, it would be appropriate to develop illustrative layouts, which demonstrate how the design objectives can be delivered and articulated across the development site. It would also be appropriate to include typologies depicting typical blocks, streets and open spaces. The information should be in accordance with the principles of this WHPP.

Design Assessments will be undertaken as part of the pre-application and application determination process, with the Council potentially utilising tools such as **Building for a Healthy Life (BHL)**, but ensuring any assessment draws on the requirements of the WHPP. In preparing a Design and Access Statement, the BHL criteria should be considered and the Council will use BHL as a proactive tool to assess and guide the content of emerging proposals and planning applications.

Where appropriate, **Environmental Impact Assessments** will also be required and should be in accordance with the regulations. When an EIA is required, a scoping opinion should be obtained from the Council in advance of undertaking the EIA.

Design Codes: In line with the NMDC, on proposals for large scale development, the Council will encourage that Design Codes are submitted and approved either as part of the Outline stage, or concurrent with the submission of Reserved Matters (the exact approach should be determined in discussion with the Council and will depend on factors such as the scale of the site, number of phases envisaged etc.). The Council will look to agree the inclusion of relevant conditions on any outline approval, requiring their submission where necessary and Reserved Matters applications will need to be in accordance with the approved Design Codes. In the case of full applications, a Design Code will be required to accompany the application.

A Design Code sets out specific rules to guide the nature of the built form, streets and spaces and should be prepared in accordance with the principles of the WHPP and subsequent approved site wide masterplans/Design and Access Statements. Design Codes should be prepared in partnership between the developers, Local Planning Authority, service providers and other stakeholders. All Design Codes should include content as in the NMDC (National Model Design Code: Part 1 - The Coding Process (publishing.service.gov.uk)) and as a minimum:

- **Movement Strategy**
- **Access and street hierarchy**
- **Land use and mix**
- **Density**
- **Heights**
- **Number of homes**
- **Identity and character of buildings and public spaces**

Depending on the nature of the proposal, it may also be necessary to include relevant detail relating to:

- **primary, secondary and tertiary streets;**
- **edges, gateways and corners;**
- **community buildings and facilities;**
- **sports facilities (indoor and outdoor)**
- **public spaces;**
- **block sizes;**
- **built form; character and materials;**
- **potential for the provision of custom and self-build properties**
- **appropriate parking solutions, which should include bicycle parking/storage and electric charging points;**
- **building heights and set backs;**
- **provision of external bin storage;**
- **location and details of street furniture and service installations;**
- **tree and shrub species to be used; and**
- **hard and soft landscape materials.**

The Regulatory Plan: It is important that any design code provides a Regulating Plan for the development. The Regulatory Plan should be in compliance with the Outline Planning Permission, Development Specification and Design & Access Statement Principles. The Regulatory Plan sets the design fixes for the development and it's content should be based on the relevant elements from those listed above.

Collaborative Working and Governance

Consultants Hyas are currently preparing advice to the Council about governance arrangements for delivery of the sites in the west of Harrogate. The WHPP has been prepared through a collaborative process between the landowners, HBC, County Council and key stakeholders. To ensure development is delivered in accordance with the policies of the local plan and the guidance contained within in the WHPP, it is important that this collaborative approach is maintained as individual developments progress through to delivery. Working with the recommendations from Hyas, HBC will consider the establishment an ongoing governance structure to oversee developments at West of Harrogate, if appropriate.

The use of Planning Performance Agreements (PPA's) is encouraged as a project management tool, to agree a clear and transparent process for the determination of planning applications. They can also be used as part of pre-application and application stages, and potentially extend through to the post-application stage. PPA's should encourage joint working between an applicant and the Council and can also help to bring together other parties such as statutory consultees around an agreed programme for determination. This can provide a basis for a more efficient, joined up and less adversarial way of working based on the principles of development management. A PPA is agreed voluntarily between an applicant and Council, most commonly prior to an application being submitted, although it can also be applied at any stage in the planning process, including managing post determination aspects such as pre-commencement conditions and reserved matters.

Relevant and necessary conditions and obligations

In order to ensure comprehensive and co-ordinated development and the appropriate delivery of key infrastructure and facilities, planning conditions and obligations attached to any planning permission may take the following form:

- **the direct provision of essential, relevant and necessary infrastructure both on and off the individual development site;**
- **the provision of land for a specific community/specialist use as agreed between the developer and the Council;**
- **commuted payments in lieu of provision of infrastructure;**
- **monetary or in-kind contributions towards Strategic Infrastructure;**
- **the provision of affordable housing; and/or**
- **relevant provisions to prevent the imposition of 'ransom strips' – in the interests of encouraging comprehensive and co-ordinated development, the Council will work with landowners and applicants to prevent unreasonable restrictions that may impede comprehensive development.**
- **Heads of Terms for S106s should be submitted with the application at the validation stage, making this information available to the community from the beginning of the process.**

Further Design Quality Tools

The Council will continue to promote high quality design across the West of Harrogate sites and will encourage and draw on a range of tools that can integrate with and benefit the planning application process. The use of these tools will be established through dialogue between the Council and prospective applicants and used where appropriate:

Design review panels provide an independent service in which peers can comment on major development schemes. The use of design review will be most appropriate for large scale applications, but may also be required for proposals of a sensitive and/or complex nature and will be funded by applicants. HBC will consider use of design review for applications for these sites.

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Infrastructure Schedule - West Harrogate

The information in this table has been prepared to aid the collaborative working undertaken by NYCC/HBC/West Harrogate site promoters to prepare a West Harrogate Parameters Plan (WHPP). The purpose of the WHPP is to:

- Create a clear design vision for new development in West Harrogate;
- Present site context and analysis;
- Set out opportunities, constraints and proposed mitigation;
- Establish design principles;
- Set out infrastructure requirements and phasing;
- Support co-ordinated, comprehensive and integrated development;
- Present Concept Framework Masterplan drawings which test site capacity;
- Encourage joint/partnership working between site promoters;
- Aid site promoters in equalising the costs of development where required;
- Set out next steps and the scope of further work required.

The information provided is provided solely for this process and does not constitute pre-application advice or respond to a planning application on any of the sites. The information is in draft format and contains only indicative land-takes and financial calculations. The table focuses on key infrastructure requirements which will have a significant on-site land take only. It does not represent a comprehensive list of policy requirements. It provides an update on some information presented within the Infrastructure Delivery Plan 2018 and indicative calculations based on some Local Plan policies.

The information included in Sheet 1 provides draft costs/figures, informed by Local Plan indicative yields and based upon the most up-to-date available information at this time. The costs and figures included are based on policy requirements as set out within column J of Sheet 1. Final calculations will be prepared upon receipt of planning applications for these sites. The information in this table which relate to Education, Health,

Off-site highway improvements are required and have been identified within an apportionment note shared with promoters. The exact requirements will be subject to more detailed analysis which will quantify costs and scope of the mitigation measures to be implemented. Again, this information will form an update to the Infrastructure Delivery Plan 2018.

West of Harrogate Infrastructure Delivery Schedule

Infrastructure Type	Location	Trigger(s) for Timing of Delivery	Delivery Lead	Delivery Partners and Stakeholders	Indicative Cost	Delivery Mechanism/ Funding Source	Contributing Sites	Comments	Policy Basis	Supporting Evidence and Guidance
Education - Primary - (School census results currently being analysed by NYCC).										
Provision of land to enable provision of new 2FE primary school on H49 (north of Otley Road) and land to enable provision of new 2FE primary school on H51 (south of Otley Road) . .	H49, H51	Facilities will be required to be provided in the early phases of development as insufficient capacity in existing provision. Actual timing to be agreed through planning application process and secured through condition on planning permission or S106	NYCC	Developers	£8,000,000- £10,000,000 (estimate for the provision of 2 x 2FE schools)	Developer through S106 and NYCC capital programme	H49, H51	Land required in line with Education Bulletin 103 guidelines - Primary with Integral Nursery: Recommendad total site area 2.18 hectares	Harrogate District Local Plan (2014 - 2035) - Policy T14 Delivery of New Infrastructure, Policy DM1 Housing Allocations, Policy DM3 Mixed Use Allocations. North Yorkshire Developer Contributions for Education Policy 2020. * NOTE: NYCC policy for Developer Education contributions (revised July 2020), revised place cost multipliers wef April 2021. For primary permanent expansions cost per place = £16,059 and new primary school cost per place = £19,072. In addition, contributions are required for Special Educational Needs and Early Years for developments over 100, please refer to the updated policy for further details	Harrogate Borough Council: Harrogate District Infrastructure Capacity Study - Stage 2, O'Neill's (2016) Harrogate Borough Council: Guidance on Developer Contributions to Education Facilities (2016), Harrogate Borough Council : Harrogate District Local Plan Infrastructure Delivery Plan 2018. Emerging West Harrogate Parameters Plan (2021)
Financial contribution	H45		NYCC	Developer	£2,145,600 on primary new school places @ £19,072 per place wef April 2021 and based on 450 dwellings or £1,806,637 based on primary permanent expansion costs @ £16,059 per place wef April 2021 and based on 450 dwellings*	Developer through S106 and NYCC capital programme or Developer through S106 Agreement	H45			
Financial contribution	H51		NYCC	Developer	£2,019,006 (policy review pending). £3,099,200 based on primary new school places @ £19,072 per place wef April 2021 and based on 650 dwellings *	Developer through S106 and NYCC capital programme	H51			
Financial contribution	H49		NYCC	Developer	£2,416,689(policy review pending). £3,699,968 based on primary new school places @ £19,072 per place wef April 2021 and based on 776 dwellings *	Developer through S106 and NYCC capital programme	H49			
Financial contribution	H36		NYCC	Developer	£646,375 based on primary permanent expansion costs @ £16,059 per place wef from April 2021 and based on 161 dwellings *	Developer through S106	H36	Existing S106 relates to an extant permission, however a fresh application for this site has now come forward - new S106 figure to be calculated		
Financial contribution	H70		NYCC	Developer	£923,392 based on primary permanent expansion costs @ £16,059 per place wef from April 2021 and based on 230 dwellings *	Developer through S106	H70	Existing signed S106 exists for Banks development - part of site yet to come forward with an application		
Education - Secondary - (School census results currently being analysed by NYCC).										
Financial contribution	H45	Facilities will be required to be provided in the early phases of development as insufficient capacity in existing provision. Actual timing to be agreed through planning application process and secured through condition on planning permission or S106	NYCC	Developer, school governors	£1,293,494 based on permanent secondary expansion costs @ £22,111 per place wef from April 2021 and based on 450 dwellings*	Developer through S106	H45	Costs based on indicative yield (calculated using Local Plan approach to calculation of indicative yields for site allocations)	Harrogate District Local Plan (2014 - 2035) - Policy T14 Delivery of New Infrastructure, Policy DM1 Housing Allocations, Policy DM3 Mixed Use Allocations. North Yorkshire Developer Contributions for Education Policy 2020	Harrogate Borough Council: Harrogate District Infrastructure Capacity Study - Stage 2, O'Neill's (2016) Harrogate Borough Council: Guidance on Developer Contributions to Education Facilities (2016), Harrogate Borough Council : Harrogate District Local Plan Infrastructure Delivery Plan 2018. Emerging West Harrogate Parameters Plan (2021)
Financial contribution	H51		NYCC	Developer, school governors	£1,667,273 (policy review pending) £1,868,380 based on permanent secondary expansion costs @ £22,111 per place wef from April 2021 and based on 650 dwellings*	Developer through S106 and NYCC	H51	Costs based on Local Plan indicative yields		
Financial contribution	H49		NYCC	Developer, school governors	£1,875,682 (policy review pending). £2,230,558 based on permanent secondary expansion costs @ £22,111 per place wef from April 2021 and based on 776 dwellings*	Developer through S106 and NYCC	H49	Costs based on Local Plan indicative yields		
Financial contribution	H36		NYCC	Developer, school governors	£462,783 based on permanent secondary expansion costs @ £22,111 per place wef from April 2021 and based on 161 dwellings*	Developer through S106 and NYCC	H36	Existing S106 relates to an extant permission, however a fresh application for this site has now come forward - new S106 figure to be calculated		
Financial contribution	H70		NYCC	Developer, school governors	£661,119 based on permanent secondary expansion costs @ £22,111 per place wef from April 2021 and based on 230 dwellings*	Developer through S106 and NYCC	H70	Existing signed S106 exists for Banks development - part of site yet to come forward with an application		
Health - (Cost estimates to be reviewed with NHS Property Services to inform contribution level).										
Financial contribution	H45	Final primary health delivery details to be agreed with Clinical Commissioning Group / new Integrated Care System. Provision will either be on-site GP hub or financial contribution for off-site improvements to existing GP facilities (identified at Moss & Partners, Church Avenue and Leeds Road practices). Actual timing to be agreed through planning application process and secured through condition on planning permission or S106.	CCG	Developer, NHS	Pro-rata financial contribution to be determined following receipt of cost estimates for identified off-site improvements	Developer through S106 and NHS funding	H45	If an on-site GP health hub is identified as the preferred delivery mechanism, the location will be determined through the planning application process.		
Financial contribution	H49		CCG	Developer, NHS	Pro-rata financial contribution to be determined following receipt of cost estimates for identified off-site improvements	Developer through S106 and NHS funding	H49			
Financial contribution	H51		CCG	Developer, NHS	Pro-rata financial contribution to be determined following receipt of cost estimates for identified off-site improvements	Developer through S106 and NHS funding	H51			
Financial contribution	H70		CCG	Developer, NHS	Pro-rata financial contribution to be determined following receipt of cost estimates for identified off-site improvements	Developer through S106 and NHS funding	H70			
Water & Drainage (Discussions with Yorkshire Water to take place re water supply and waste water treatment works capacity in light of site development yields).										
Provision of holistic solution for surface water drainage	H45, H49, H51, H70	Unknown at this stage. Ongoing discussions with developers. Potential scope for integrated water and drainage plan. This could identify optimal/collaborative drainage solutions and water course upgrades, if required.	Developers	Developers, NYCC/LLFA	TBC	Developer through S106 and AMP funding	H45, H49, H51, H70		Harrogate District Local Plan (2014 - 2035) - Policy T14 Delivery of New Infrastructure	Harrogate Borough Council: Harrogate District Infrastructure Capacity Study - Stage 2, O'Neill's (2016), Harrogate Borough Council : Harrogate District Local Plan Infrastructure Delivery Plan 2018. Emerging West Harrogate Parameters Plan (2021)

Infrastructure Type	Location	Trigger(s) for Timing of Delivery	Delivery Lead	Delivery Partners and Stakeholders	Indicative Cost	Delivery Mechanism/ Funding Source	Contributing Sites	Comments	Policy Basis	Supporting Evidence and Guidance
Transport - (cumulative assessment and individual TA work being undertaken).										
Financial contribution	H36	Offsite highway mitigation is required as part of the West Harrogate developments. The identification of these measures is not detailed within this table but will be informed by a cumulative assessment of transport impacts of all west Harrogate sites being undertaken by site promoters, together with the individual TAs that will support specific planning applications. The planning applications will also include additional requirements for site specific measures and production of travel plans as appropriate.	NYCC	Developer	Pro-rata financial contribution to be determined following receipt of cost estimates for identified off-site improvements	Developer through S106 and NYCC	H36	Proposals that generate significant amounts of traffic must be supported by a transport statement or transport assessment and will normally be required to provide a travel plan. An air quality assessment may also be required and should be an integrated part of these assessments.	Harrogate District Local Plan (2014 - 2035) - Policy T11: Sustainable Transport, Policy T14 Delivery of New Infrastructure, North Yorkshire County Council: Local Transport Plan 2016-2046 (LTP4) (2016)	North Yorkshire County Council: Strategic Transport Prospectus (2015) North Yorkshire County Council: Interim Guidance on Transport Issues (2015) Harrogate Borough Council: Transport Background Paper 2018. Emerging West Harrogate Parameters Plan (2021)
Financial contribution	H45		NYCC	Developer	Pro-rata financial contribution to be determined following receipt of cost estimates for identified off-site improvements	Developer through S106 and NYCC	H45			
Financial contribution	H49		NYCC	Developer	Pro-rata financial contribution to be determined following receipt of cost estimates for identified off-site improvements	Developer through S106 and NYCC	H49			
Financial contribution	H51		NYCC	Developer	Pro-rata financial contribution to be determined following receipt of cost estimates for identified off-site improvements	Developer through S106 and NYCC	H51			
Financial contribution	H70		NYCC	Developer	Pro-rata financial contribution to be determined following receipt of cost estimates for identified off-site improvements	Developer through S106 and NYCC	H70			
Extension of bus services	H36, H45, H49, H51, H70	Current proposals would extend the existing X6 service further west and loop around Beckwith Head Road/Howhill Road (with service frequencies increased to be every 30 minutes throughout the day). Service 6 would extend further south to loop into H51 (with a 30 minute frequency). It is anticipated that once all development sites are built out there would be potential to link the two loops together	NYCC	Developers, bus operators	Pro-rata financial contribution to be determined following costing of extended services - current estimate of £1,210,000/£2m if electric vehicles	Developer through S106 and NYCC	H36, H45, H49, H51, H70			
Cycling and pedestrian infrastructure to be provided to best practice standards (e.g. LTN1/20) within sites and to link new development with existing cycle routes, services, infrastructure, communities facilities and new and existing neighbourhoods	H36, H45, H49, H51, H70	HBC currently investigating feasibility of continuing new cycle lane on Otley Road from Harlow Moor Road to H49	HBC	Developers, cycle forum	Pro-rata financial contribution to be determined following costing of additional facilities - current total of £767,126 *.	Developer through S106 and NYCC	H36, H45, H49, H51, H70			
Otley Road intelligent traffic signals	H36, H45, H49, H51, H70		NYCC	Developers	Pro-rata financial contribution to be determined following costing of additional facilities - current total of £383,564 *.	Developer	H36, H45, H49, H51, H70			
Reduction in Speed limit along Otley Road (TROs)	H36, H45, H49, H51, H70		NYCC	Developers	Pro-rata financial contribution to be determined following costing of additional facilities - current total of £15,343 *.	Developer	H36, H45, H49, H51, H70			
Provision of EV charging points	H36, H45, H49, H51, H70			Developers	TBC	Developer	H36, H45, H49, H51, H70			
Sports Provision										
Provision of land to enable provision of 1 replacement cricket pitch, 1 adult football pitch, 2 youth football pitches, 2 mini football pitches, 6 changing rooms, pavilion with changing for 2 teams, ancillary facilities and parking	H45, H49, H51, H70	Triggers for land transfer and financial contributions to be agreed via s106	HBC	Sports Governing Bodies/Sports England	TBC	Developer/HBC through S106 and grant funding accessed via NGB	H45	The Sports England pitch calculator has been used to calculate the pitch requirement generated by population growth from sites in West Harrogate. The population growth has been calculated using indicative dwelling yields from local plan allocations along with a figure of 450 dwellings on H45 which reflects the recently lapsed committed scheme on that site. The total land take for the pitches specified is 4.88 hectares - this includes the pitches and a run off area around the edge of each pitch. Changing rooms and other ancillary facilities will	Harrogate District Local Plan (2014 - 2035) - Policy T14 Delivery of New Infrastructure, Policy HP6: Protection of Existing Sport, Open Space and Recreation Facilities, Policy HP7: New Sports, Open Space and Recreation Development. Provision for Open Space and Village Halls Supplementary Planning Document (2021)	Harrogate District Playing Pitch Strategy (September 2021). Guidance on specifications for changing/ancillary facilities is available from Sports England and the Sports Governing bodies. Emerging West Harrogate Parameters Plan (2021)
Financial contribution to improve rugby union pitches and capacity for Harrogate and Harrogate Pythons rugby clubs, towards a hockey artificial grass pitch at the Granby Centre and capacity improvements for Beckwithshaw Cricket Club. Capital costs of pitch provision, capital costs of changing facilities/park/ancillary facilities, maintenance costs (dependant on delivery mechanism)	H45, H49, H51, H70		HBC	Sports Governing Bodies/Sports England	Capital Cost: £999,179 (£728,069 - Natural Grass Pitches/£271,110 - Artificial Grass Pitches), Lifecycle cost (per annum) £159,728 (£149,842 - Natural Grass Pitches/£9,886 - Artificial Grass Pitches), Changing rooms (capital cost) £1,377,232 (£1,277,394 - Natural Grass Pitches/£99,838 - Artificial Grass Pitches)	Developer/HBC through S106 and grant funding accessed via NGB	H45, H49, H51, H70			
Open Space										
Allotments - financial contribution	N/A **		HBC		£56,674	Developer through S106	N/A **	Costs based on Local Plan indicative yields. The council will require a financial contribution towards the maintenance of facilities/spaces. ** NOTE: the development of strategic sites will be considered in line with para 2.61 - 2.62 of the Provision of Open Space and Village Halls SPD July 2021 which states that open space contributions should be used to establish the starting point for contributions, with the actual amount of on-site provision to be established as part of wider masterplanning discussions and in consultation with the Open Space Consultation Group	Harrogate District Local Plan (2014 - 2035) - Policy T14 Delivery of New Infrastructure, Policy HP6: Protection of Existing Sport, Open Space and Recreation Facilities, Policy HP7: New Sports, Open Space and Recreation Development. Provision for Open Space and Village Halls Supplementary Planning Document (2021)	Provision for Open Space and Village Halls Supplementary Planning Document (2021)
Allotments - financial contribution	N/A **		HBC		£50,400		N/A **			
Allotments - financial contribution	N/A **		HBC		£32,944		N/A **			
Amenity Green Space - on-site provision	H49 **		HBC		1.346ha		H49 **			
Amenity Green Space - on-site provision	H51 **		HBC		2.088ha		H51 **			
Amenity Green Space - financial contribution	N/A **		HBC		£145,468		N/A **			
Amenity Green Space - on-site provision	H70 **		HBC		0.605ha		H70 **			
Cemeteries - financial contribution	N/A **		HBC		£224,536.00		N/A **			
Cemeteries - financial contribution	N/A **		HBC		£199,680.00		N/A **			
Cemeteries - financial contribution	N/A **		HBC		£130,520.00		N/A **			
Cemeteries - financial contribution	N/A **		HBC		£38,584.00		N/A **			
Natural and Semi-Natural Greenspace - on-site provision	H49 **		HBC		8.787ha		H49 **			
Natural and Semi-Natural Greenspace - on-site provision	H51 **		HBC		2.438ha		H51 **			
Natural and Semi-Natural Greenspace - on-site provision	H45 **		HBC		5.10ha		H45 **			
Natural and Semi-Natural Greenspace - on-site provision	H70 **		HBC		1.509ha		H70 **			
Parks and Gardens - on-site provision	H49 **		HBC		0.323ha		H49 **			
Parks and Gardens - on-site provision	H51 **		HBC		0.288ha		H51 **			
Provision for Children and Young People - on-site provision	H49 **		HBC		0.1579ha		H49 **			
Provision for Children and Young People - on-site provision	H51 **		HBC		0.242ha		H51 **			
Provision for Children and Young People - financial contribution	N/A **		HBC		£330,658.00		N/A **			
Provision for Children and Young People - on-site provision	N/A **		HBC		0.047ha		N/A **			