

**North Yorkshire Council**  
**Community Development Services**  
**Strategic Planning Committee**

**14 MAY 2024**

**20/02973/EIAMAJ - OUTLINE APPLICATION, WITH MEANS OF ACCESS (FROM CLOTHERHOLME ROAD AND KIRKBY ROAD) FOR A MIXED-USE DEVELOPMENT COMPRISING: UP TO 1300 DWELLINGS (USE CLASS C3), UP TO 60 EXTRA CARE ACCOMMODATION UNITS (USE CLASS C2), RETAIL, FOOD AND DRINK (USE CLASSES E, F2 AND SUI GENERIS), COMMUNITY FACILITIES (USE CLASSES E, F1, F2 AND SUI GENERIS), 2HA OF EMPLOYMENT LAND (USE CLASS E), PRIMARY SCHOOL (USE CLASS F1), SPORTS PITCHES WITH ANCILLARY FACILITIES (USE CLASS F2), PUBLIC OPEN SPACE, LANDSCAPING, DEMOLITION OF EXISTING BUILDINGS AND STRUCTURES AND ASSOCIATED WORKS**

**AT 21 AND 28 ENGINEERS, CLARO BARRACKS, CHATHAM ROAD, RIPON, NORTH YORKSHIRE, HG4 2RD**

**ON BEHALF OF SECRETARY OF STATE FOR DEFENCE**

**Report of the Assistant Director Planning – Community Development Services**

**1.0 Purpose of the Report**

- 1.1 To determine a planning application with means of access (from Clotherholme Road and Kirkby Road) for a mixed-use development comprising: up to 1300 dwellings (Use Class C3), up to 60 extra care accommodation units (Use Class C2), retail, food and drink (Use Classes E, F2 and sui generis), community facilities (Use Classes E, F1, F2 and sui generis), 2ha of employment land (Use Class E), primary school (Use Class F1), sports pitches with ancillary facilities (Use Class F2), public open space, landscaping, demolition of existing buildings and structures and associated works on land at 21 and 28 Engineers, Claro Barracks, Chatham Road, Ripon, North Yorkshire. HG4 2RD.

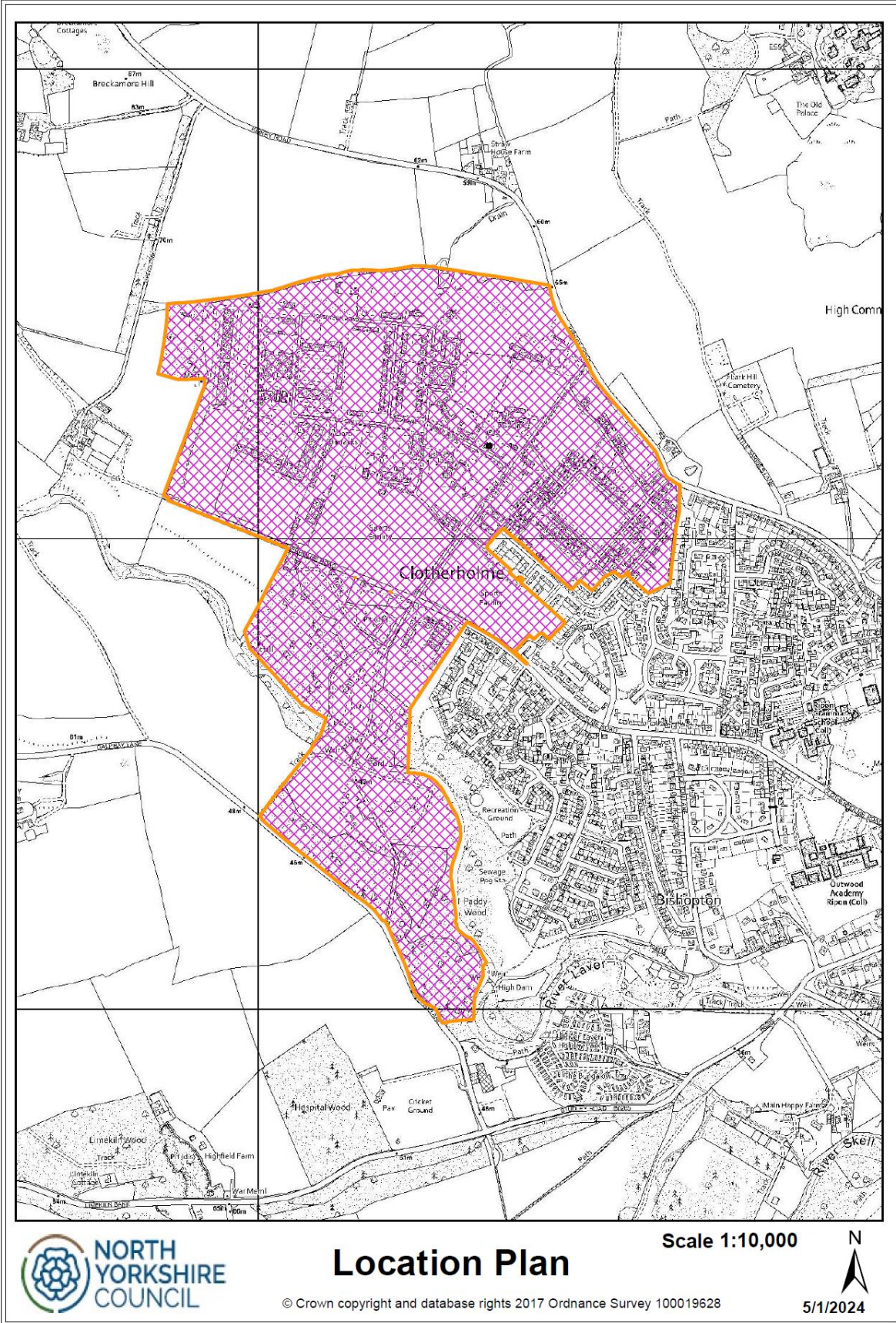
**2.0 EXECUTIVE SUMMARY**

**RECOMMENDATION:** That planning permission be **GRANTED** subject to conditions listed below and completion of a S106 agreement with terms as detailed in Table 1.

- 2.1. The application seeks outline approval for the development of a mixed-use scheme consisting of 1300 houses, 2 hectares of employment and associated facilities on three allocated sites within the Local Plan for residential and mixed land use purposes. Policy DM1 of the Local Plan allocates both Deverell Barracks (R24) and Laver Banks (R27) for housing and Claro Barracks (R25) for a mix of housing and employment under policy DM3. The principle of development is therefore considered acceptable.
- 2.2. All matters are reserved for subsequent approval with the exception of four access points into the site. These are deemed acceptable to the Local Highway Authority. The

analyses of the traffic generated by the development and the impact on the highway network in the forecast base situation of 2035 is a robust worst-case scenario, which has shown junctions able to perform no worse in 2035, with the development and mitigation, than with the forecast 2035 base flows using the current layout i.e. without the development and mitigation. The Local Highway Authority considers there is no reason to refuse the application on highway, or transportation grounds with mitigation measures to be provided prior to occupation of the development.

- 2.3. The proposal would contribute towards ensuring the district's housing needs are met, including the requisite provision of affordable homes, self-build homes, as well as employment land and significant green infrastructure not previously available to the public. In addition, land is made available for new school provision.
- 2.4. Overall, for the reasons set out in the report, it is considered the proposal is compliant with the overarching policies of the development plan and national planning policy requirements and thus, represents sustainable development.
- 2.5. The application has been submitted with an Environmental Statement which has been provided in accordance with relevant legislation and which has not identified any significant environmental effects resulting from the development that would justify a reason for refusal. Where the Environmental Statement identifies adverse impacts, they have been minimised through a combination of appropriate mitigation and compensation measures. The Environmental Statement has identified a number of wider environmental benefits resulting from the proposals as outlined in the Environmental Impact Assessment section of the report.
- 2.6. The application is subject to call in by the Secretary of State due to the objection from Sport England and notification will be made once the application has been determined.





### **3.0 Preliminary Matters**

- 3.1. Access to the case file on Public Access can be found [here](#)
- 3.2. The application was considered at the former Harrogate Borough Council Planning Committee on 23 February 2023. The Committee indicated that it was minded to approve the application subject to the finalisation of conditions and completion of a S106 Agreement.
- 3.3. Following consideration by the former Harrogate Borough Council and as part of discussions regarding conditions and the S106, additional information is now provided to ensure Members are fully appraised of the contents of the S106 and the wording of proposed conditions in order to allow the final determination of the application.
- 3.4. An update to the previous Committee Report is provided in Section 10.0 with the previous report to Committee following as Appendix 01.
- 3.5. No changes are proposed to the application and the proposal remains acceptable and compliant with policies of the development plan and national planning policies. It will provide an important contribution towards ensuring the district's housing needs are met, including the requisite affordable homes and self-build homes, provision of employment land, community facilities, a new primary school, sports pitches and significant green infrastructure not previously available to the public.
- 3.6. There is one relevant planning application for this application which is detailed below:  
  
19/01310/SCREEN – Environmental Impact Assessment Screening Opinion of proposed residential and employment development. EIA required. 16.04.2019.

### **4.0 Site and Surroundings**

- 4.1. The application site is located to the northwest of Ripon and extends to approximately 85 hectares in area. It is accessed via Clotherholme Road to the south and Kirkby Road to the north. Ripon Barracks remains an active Ministry of Defence site, however, is due to be decommissioned over the next few years. The site is allocated as a strategic development site in the adopted Local Plan and comprises three separate allocations: Claro Barracks, Deverell Barracks and Laver Banks. The requirements of the site allocations are set out in paragraphs 1.8 to 1.11 of the previous Committee Report.
- 4.2. There are eight primary schools, two secondary schools and a number of health care facilities located within 3km of the proposed development. The areas considered for built development are within Flood Zone 1. Areas of Flood Zones 2 and 3 are present on Laver Banks to the south of Clotherholme Road.

### **5.0 Description of Proposal**

- 5.1. This application seeks outline planning permission with means of access (from Clotherholme Road and Kirkby Road) for a mixed-use development comprising: up to 1300 dwellings (Use Class C3), up to 60 extra care accommodation units (Use Class C2), retail, food and drink (Use Classes E, F2 and sui generis), community facilities

(Use Classes E, F1, F2 and sui generis), 2ha of employment land (Use Class E), primary school (Use Class F1), sports pitches with ancillary facilities (Use Class F2), public open space, landscaping, demolition of existing buildings and structures and associated works.

## **6.0 Planning Policy and Guidance**

- 6.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that all planning authorities must determine each application under the Planning Acts in accordance with Development Plan so far as material to the application unless material considerations indicate otherwise.
- 6.2. Relevant policies are set out within Section 3.0 of the previous Committee Report.
- 6.3. Since the application was considered by the Planning Committee of the former Harrogate Borough Council last year, a revised National Planning Policy Framework has been released. Revisions to this national planning policy do not change the previous assessment or recommendation of approval. In terms of the previous report the following paragraph numbers have changed:
- Paragraph 4.71 – reference should now be to paragraph 200 of the revised NPPF;
  - Paragraph 4.129 – reference should now be to the NPPF 2023;
  - Paragraph 4.217 – reference should now be to paragraph 103 of the revised NPPF;
  - Paragraph 7.9 – reference remains paragraph 57 of the revised NPPF.

## **7.0 Consultation Responses**

- 7.1. Consultation responses to the application are summarised in Section 10 of the previous Committee Report.
- 7.2. **Parish Council:** Views of Ripon City Council and North Stainley with Sleningford Parish Council are summarised in Section 12 of the previous Committee Report.
- 7.3. A further letter has been received sent from Ripon City Council to Homes England expressing support for the Ripon Military Heritage Trust and a strategy for retention of some of the structures on site as part of a military heritage centre and trail.

### **Local Representations**

- 7.4. Local representations received to the application are summarised in Section 11 of the previous Committee Report. Since the application was considered at the previous committee, one further letter of representation has been received offering support for the aims of the Ripon Military Heritage Trust and the preservation of military heritage.
- 7.5. Letters have also been received from the Twentieth Century Society and Ripon Civic Society commenting upon the military heritage at the site and supporting the work of the Ripon Military Heritage Trust. Support is also provided for the approach put forward

in the conditions and S106 for recording of the buildings and provision of a heritage strategy in collaboration with the RMHT.

## **8.0 Environment Impact Assessment (EIA)**

- 8.1. The development falls within Schedule 2 Category 10(b) Urban Development Projects of The Environmental Impact Assessment Regulations 2017 (as amended) and exceeds threshold (ii) due to the development being for more than 150 dwellings. An Environmental Statement accompanied the application and this is dealt with in Section 5 of the previous Committee Report.

## **9.0 Main Issues**

- 9.1. Since consideration of the application by the former Harrogate Planning Committee further discussions have taken place regarding the proposed S106 contributions and the proposed conditions. These matters are considered below.

## **10.0 UPDATE ASSESSMENT**

### Proposed Health Contribution

- 10.1. The previous Committee Report identified a proposed health care contribution of a minimum of £907,267. Discussions have taken place between the Council, the applicant, and the NHS Integrated Care Board in relation to the build costs of a new health facility in Ripon. Officers have assessed the build costs figures submitted by both the applicant and the NHS ICB and taken independent advice from Align Property Partners. On re-working the formula for the health contribution, the updated figure required from officers is £1,067,194. This has been agreed by the applicants. This will contribute to enhancing the capacity of primary care health provision in Ripon to provide for the additional demand created by the development.

### Military Heritage

- 10.2. When considering the application at the former Harrogate Committee, Members requested provision to be included within the S106 for a strategy to secure military heritage within the site. The buildings at Ripon Barracks are not Listed Buildings; the ability to designate buildings and structures as Listed Buildings lies with Historic England and they considered that the buildings do not meet the criteria established for statutory designation. However, the site is identified as a non-designated heritage asset. National planning policy within the NPPF requires Local Planning Authorities to take into account the effect of an application on the significance of a non-designated heritage asset. A balanced judgement will be required having regard to the scale of any harm, or loss and the significance of the heritage asset. This has to be weighed against a development that complies with the site allocation requirements and has numerous other benefits.
- 10.3. Since the previous planning committee, the Ripon Military Heritage Trust (RMHT) has provided additional information relating to the significance of Ripon Barracks, which reinforces the role the site played in the country's military history. Whilst this has not changed the site's formal planning status (i.e. it remains a non-designated heritage

asset and not Listed), it has helped to inform discussions regarding the most appropriate and feasible way to secure this military heritage. The Council's Conservation Officer has been involved in discussions and would still support the retention of a selection of buildings and the bridges at Laver Banks, if this is feasible. As set out below, the conditions and requirements of the S106 ensure these investigations and recording of buildings takes place.

- 10.4. The Design Guide submitted with the application contains various measures that will be included within the detailed design and layout to reflect the heritage of the site. This includes use of a grid layout, reflecting the parade grounds' built form, retention of the existing avenue of trees along Chatham Road, architecture, form and materials to reflect traditional, military characteristics, a public art strategy reflecting the history of the barracks and the creation of the Laver Banks area into a country parkland that is themed on the celebration of the important role that Ripon has played in supporting armed forces, including a trim trail that references the military version on site.
- 10.5. Preservation of the military history has been further advanced through discussions between the applicant, the RMHT and North Yorkshire Council. Retention of one/a number of buildings within the site has been discussed potentially on part of the area of Laver Banks. The applicant has undertaken an initial feasibility assessment, which has been shared with the RMHT, looking at potential options, including initial financial costings, for the dismantling, storage and rebuilding of a number of the different building types. This also includes the impact this would have on other aspects of the proposal, including Biodiversity Net Gain requirements and public open space, as clearly there will be a trade-off should an area of the site be used for the on-site preservation of military heritage. This feasibility study will help the applicant and RMHT investigate whether a deliverable, viable scheme can be developed to secure the future retention and use of one, or more of the buildings.
- 10.6. In order to ensure this process continues and to develop a viable strategy for the preservation of military heritage, the S106 Legal Agreement will include a contribution of £100,000 for the Trust and applicant to continue developing a feasible heritage strategy for the future, sustainable reuse of the buildings.
- 10.7. Condition 47 requires a heritage strategy to be submitted prior to the submission of the first reserved matters application covering the potential retention of military heritage assets as identified in AD1 of the Heritage Addendum of the Design Guide. The report shall detail the measures that have been undertaken to retain and re-use structures of military significance from the barracks within the scheme, for example, as sports pavilions, outdoor classrooms or allotment buildings.
- 10.8. It must be remembered that the site is allocated in the Local Plan for a mixed use development and the scheme will bring forward many important benefits to the city of Ripon including market and affordable housing, employment and retail space, community space, a primary school, sports pitches, a new country park and other public open space and biodiversity benefits. Protection of the military heritage forms an important part of the application and the weight to be given to this in the planning balance has been carefully considered by Officers. Inclusion of a potential area of land within the site for the preservation of one/a number of buildings will have an impact

upon other considerations, principally the provision of biodiversity net gain and public open space, which needs to be balanced as part of the overall scheme. Working within the parameters of the proposed application, and ensuring that the other benefits are also achievable, it is considered that the proposed strategy affords appropriate weight to the importance of military heritage whilst also ensuring the other benefits of the scheme are retained.

- 10.9. Discussions are ongoing between the applicant and the Ripon Military Heritage Trust regarding the evolution of the strategy and the S106 will secure this process.

#### Bus Contribution

- 10.10. The proposed contribution towards the provision of a bus route to serve Ripon Barracks is set out in the Highways Response dated March 2022. Since this time, the Passenger Transport Authority has advised that the costs of providing local bus services have significantly increased and an updated response has been submitted. The proposed annual contribution has risen from £130,000 to £198,250. Whilst this is acknowledged to be a significant increase, it is based upon updated costs required to run the current RS1 service following procurement in 2023. The contribution would be payable for a maximum of eight years and would be reviewed after four years to determine if the service was financially viable, or whether additional funding by other S106 Agreements was available; the contribution would be amended proportionally if required. The applicant has agreed to this revised contribution.

#### Off-Site Outdoor Sport Contributions

- 10.11. Contributions towards off-site sports of football (comparable to provision of a 3G pitch), rugby union, hockey and cricket are required to mitigate the impact of the proposed development upon existing provision in the Ripon area. At the time of the previous committee, these contributions were to be confirmed once the extent and type of on-site provision was to be known.
- 10.12. An updated response has been provided, which is based upon the Sport England Calculator and the former Harrogate Borough Council's Playing Pitch Strategy. This requires proportional contributions towards rugby, cricket, hockey and 3G provision. Updated figures are provided in Table 1 below.

#### On-Site Sports Pitch Provision

- 10.13. Sports pitches with ancillary club house, changing rooms and parking are to be provided on site within the Laver Banks area to cater for the demands of the development. A 1ha area of provision was also identified as part of the primary school. Further discussions with the Local Education Authority have clarified that the primary school will incorporate approximately 0.8ha for soft outdoor PE, which has the potential for also being used by the community.
- 10.14. At present it is not known who will deliver or run the school site, as this is subject to a tendering process. A condition is proposed that requires a scheme for the community



use of the sports pitches to be submitted for approval, prior to the commencement of development of the pitches. This will include details of any potential community use policy with the Local Education Authority.

#### Off-Site Highway Works

10.15. An updated schedule of the proposed off-site highway mitigation works is provided at Appendix 02. This includes all elements expected to be provided as part of the development and when these will be undertaken.

#### Proposed Conditions and S106 Agreement

10.16. An updated list of conditions is provided in Section 12 of this report. The following changes have been made:

- Condition 33 - Removed as it was a repeat of Condition 29 and the following conditions renumbered accordingly;
- Condition 38 – Requires a Written Scheme of Investigation for Level 3 Building Recording assessing the significance of selected buildings within the site;
- Condition 44 – Requirement for Site-Wide Overall Biodiversity Gain Plan and a Phase Plan for each reserved matters application;
- Condition 45 – Requirement for Habitat Management and Monitoring Plan for each phase.
- Condition 46 – Requirement for Construction Ecological Mitigation Plan for each phase.
- Condition 47 – Requirement for submission of a Heritage Strategy;
- Conditions 50-52 – New arboricultural conditions and subsequent conditions renumbered.
- Condition 56 – New condition requiring Air Quality Mitigation Plan;
- Condition 57 – New condition requiring development in accordance with submitted Ground Stability Report;
- Condition 58 – New condition relating to housing mix;
- Condition 59 – New condition requiring a Travel Plan for each phase of development;
- Condition 60 – Requirement for scheme for the provision, maintenance and management of on-site and off-site public open space;
- Condition 61 – Requirement for Crime Prevention strategy.

10.17. The S106 contributions, as set out in Section 6 of the previous Committee Report are now updated in the following table. All financial contributions are indexed linked.

#### S106 Legal Agreement

10.18. The following Heads of Terms have been agreed with the applicant for this application.

<b>Table 1</b>		
<b>Category/Type</b>	<b>Contribution</b>	<b>Trigger</b>
Military Heritage	£100,000.  Commitment to deliver Heritage Strategy.	Available upon grant of planning permission. Prior to first reserved matters application.

Self/Custom Build Dwellings	5% provision. Provision of Self and Custom Build Delivery and Marketing Plan.	Prior to submission of first Reserved Matters Application
Travel Plan and Travel Plan Monitoring Fee	<p>£5000 per residential development phase.</p> <p>£5000 for the School Travel Plan monitoring fee (if required).</p> <p>The care units are unlikely to require a travel plan for residents but one may be required for staff depending on staff numbers. This would require a contribution of £5000.</p> <p>£5000 for employment phase. Employment sites will need to feed into one overarching travel plan. One Travel Plan Coordinator will need to be employed/appointed to manage the reporting process and to collate everything.</p>	<p>Prior to first occupation of each phase.</p> <p>Prior to occupation of the school.</p> <p>Prior to occupation of the care units.</p> <p>Prior to occupation.</p>
Bus Contributions and Infrastructure	<p>The bus service will be delivered in three phases as shown on the 'Bus Phasing Plan_3'.</p> <p>£198,250 for a period of four years. Further contributions over the following four years to be capped at £198,250pa to include bus service, infrastructure and survey equipment.</p> <p>All contributions to be subject to review against the cost required to make the service viable or the capped sum, whichever is lower.</p> <p>All sums to be index linked.</p>	<p>Phase 1 route to be funded by other S106 Agreement contributions up to April 2027.</p> <p>Contributions for Phases 2 and 3 will commence in April 2027.</p>
Off-Site Highway Works	See separate schedule at Appendix 02. The developer is to deliver these works through S278 agreements. Costs will	See separate schedule of works at Appendix 02.

	be agreed through the S278 technical approvals.	
Traffic Regulation Orders	The developer is to deliver this with agreement from the LHA through the technical approvals process.  The cost of TROs will be paid for by the developer.	Schedule of TROs to be included.
Permanent Signing Strategy Document	Delivery of a Permanent Signing Strategy Document to include details of the proposed permanent signage of traffic to and from the site from the A61 and central areas. Including Ripon West Active Travel Zone Signage Works.	Prior to commencement of development of each phase or sub-phase.
Construction Signing Strategy Document	Delivery of a Temporary Signing Strategy Document in broad accordance with the Framework Construction Traffic Management Plan. To include details of the fixed construction management signage of traffic to and from the site from A61 and central areas.	Prior to commencement of development of each phase or sub-phase.
New School Access Requirements	Delivered through S278 process, as set out in the schedule of highway works. To include two vehicle and two pedestrian access points.	To be completed prior to the transfer of the site.
Notifications	To notify the Local Highway Authority of various start trigger points.	To notify the LHA within 5 working days of the various occurrences as set out in the S106.
Third party land on Clotherholme Road	Third party land on Clotherholme Road to be brought up to adoptable standards and adopted by the LHA.  The developer to pay the LHA for all costs associated with the adoption, technical approvals process, site supervision and any other	Prior to commencement of any phase of development to be accessed from Clotherholme Road.

	costs that may arise in connection with this item.	
Biodiversity Enhancements and long-term monitoring and management	<p>Overall Biodiversity Gain Plan for whole site area showing 10% biodiversity net gain.</p> <p>Updated Statutory Metric.</p> <p>Phasing Plan showing indicative % target for each phase, off-site/infrastructure phases and separate phase for Laver Banks.</p> <p>Phase Biodiversity Gain Plans and statutory metric for each phase/reserved matters application showing on-site and off-site provision.</p> <p>Habitat and Monitoring Plan for each phase/reserved matters application showing a minimum of 30 years monitoring.</p> <p>Ecological Monitoring Fees.</p>	<p>Prior to commencement.</p> <p>Prior to Commencement.</p> <p>Prior to Commencement.</p> <p>To be submitted with each reserved matters application.</p> <p>To be submitted with each reserved matters application.</p> <p>Upon approval of each reserved matters application.</p>
On-Site Open Space Provision and Management	<p>Provision of statutory allotments, amenity open space for housing, employment and mixed use areas, children’s play areas, playing pitches and ancillary facilities, Laver Banks, highway margins, SUDS and attenuation ponds, strategic green infrastructure.</p> <p>Phasing Plan and Open Space Schedule to be included in S106.</p> <p>Management plan to be provided for each type of open space.</p>	<p>Concurrent with each reserved matters application.</p> <p>Triggers to be agreed.</p> <p>Concurrent with each reserved matters application.</p> <p>Triggers to be agreed.</p>



	Open space maintenance and management in accordance with SPD requirements.	
Off-Site Contributions to Rugby Union, Hockey, Cricket and 3G	<p>Rugby Union:</p> <ul style="list-style-type: none"> <li>• 0.36 pitch requirement</li> <li>• £55,923 capital cost</li> <li>• £11,968 x 10 years = £119,680 lifecycle costs</li> <li>• £131,944 for changing room provision.</li> </ul> <p>Hockey:</p> <ul style="list-style-type: none"> <li>• 0.07 pitch requirement</li> <li>• £58,647 capital cost</li> <li>• £1818 x 10 years = £18,180 lifecycle costs</li> <li>• £25,743 for changing room provision.</li> </ul> <p>Cricket:</p> <ul style="list-style-type: none"> <li>• £360,635 for enhancement and improvements towards Ripon Cricket Club, Sharow Cricket Club and Studley Royal Cricket Club (2 sites).</li> </ul> <p>3G:</p> <ul style="list-style-type: none"> <li>• 0.13 pitch requirement</li> <li>• £132,566 capital cost</li> <li>• £5057 x 10 years = £50,570 lifecycle costs</li> <li>• £46,552 for changing room provision.</li> </ul>	Triggers to be agreed.
Provision of Land for Education Purposes	<p>The transfer of land, fully serviced for up to a two-form entry primary school on a site of 1.80Ha (use classification (D1).</p> <p>Of the 1.8ha approximately 0.84ha would be allocated for soft outdoor PE. Subject to the final design of the school (and</p>	<p>The applicant will transfer the fully serviced site to NYC on the following key terms:  Trigger – point of offer to be agreed.  Price - £1.  Access – As defined in schedule of highway works.  Services – land to be drained, fenced and fully serviced prior to transfer. The applicant to provide servicing requirements for the school to</p>

	<p>subsequent reserved matters approval) part of this 0.84ha outdoor area may be capable of being made available for community use subject to a Community Use Policy.</p>	<p>include but not limited to mains water supply, electrical supply, gas supply, foul sewer, surface water connection, fire hydrant within 90m of school entrance and telephone line, and all of these are to be provided to NYCs required technical specification (capacity etc) together with as built drawings.</p> <p>The land will need to be safeguarded under the terms of the s106 Agreement.</p>
Provision of Mixed-Use Local Centre	<p>Provision of mixed-use local centre including residential (C3), extra care (up to 60 units C2), primary school (D1), employment (up to 2ha E) and mixed-use (approximately 2000sqm E, F1, F2 and sui generis).</p> <p>Provision of Employment Land Scheme to set out proposed uses, phases, associated car parking and associated public realm.</p> <p>Provision of Employment Land Marketing Strategy setting out how the employment uses will be marketed to secure uses and occupiers.</p> <p>Definition, specification and area of community buildings.</p>	Triggers to be agreed.
Primary School Contribution	<p>£2,749,791.00. This will be used by NYC towards the provision of a new primary school to serve the development and/or education facilities at other primary schools within the locality serving the development.</p>	<p>To be paid over a 10 year period based on phased development of the site with payments to commence upon commencement of development.</p> <p>All payments are to be index linked and subject to 10 years spend period.</p>
Secondary School Contribution	<p>£1,945,084.05. This will be used by NYC to increase educational facilities at the</p>	<p>The site will be developed in phases based on Residential Phase RMAs. Each phase</p>

	two existing secondary schools in Ripon, Outwood Academy and Ripon Grammar School.	will contribute the Secondary School Contribution based on the number of dwellings in that phase.  All payments are to be index linked and subject to 10 years spend period.
Health Care Contribution	£1,067,194.00	Each residential reserved matters application to pay phased contribution.
Affordable Housing	30% provision in each residential phase.	Triggers to be agreed.
First Homes	25% of affordable housing contribution	Triggers to be agreed.
S106 Monitoring	£450 per obligation (excluding highways and education).	Each reserved matters application will require a monitoring fee.

10.19. It is considered that the above S106 Heads of Terms are necessary, directly related to the development and fairly and reasonably related in scale and kind to the development and as such complies with the Community Infrastructure Levy (CIL) Regulations 2010.

## **11.0 PLANNING BALANCE AND CONCLUSION**

11.1. The proposed development of Ripon Barracks is acceptable and accords with Harrogate District Local Plan policies and site requirements. Since consideration at the former Harrogate Planning Committee, the S106 requirements and conditions have been updated and include full details, including requirements in relation to a strategy to secure military heritage.

11.2. The scheme will deliver a range of significant public benefits complying with the policies of the adopted Harrogate Local Plan, the aspirations of the Ripon Neighbourhood Plan, the NPPF and as set out in Section 7.0 of the previous report to Committee.

## **12.0 RECOMMENDATION**

12.1 That planning permission be GRANTED subject to conditions listed below and completion of a S106 agreement with terms as detailed in Table 1.

1 Prior to the commencement of development for each phase or sub-phase, as defined on the Phasing Plan approved under Condition 6, the details of the following reserved matters should be submitted to and approved by Local Planning Authority:

- (a) appearance;
- (b) landscaping;
- (c) layout, including internal roads; and

(d) scale.

Thereafter the development shall not be carried out otherwise than in strict accordance with the approved details.

- 2 The first application for the approval of the reserved matters shall be made to the Local Planning Authority not later than three years from the date of this permission. The development hereby permitted shall be begun on or before the expiration of two years from the final approval of reserved matters or in the case of approval on different dates, the final approval of the last such matter to be approved.
- 3 The commencement of each development parcel pursuant to this outline consent shall begin before the expiration of two years from the date of the last reserved matter of that parcel to be approved.
- 4 Application(s) for approval of all the reserved matters shall be made to the local planning authority before the expiration of 15 years from the date of this decision.
- 5 The development shall be carried out broadly in accordance with the following application documents for approval:-

\* Development Specification and Framework January 2022

Ripon Barracks Parameter Plans;

- \* Location Plan 60599821\_001 Rev A
- \* Parameter Plan – Land Use 60599821\_004 Rev A
- \* Parameter Plan - Access and Movement 60599821\_005 Rev B
- \* Parameter Plan – Green Infrastructure 60599821\_006 Rev A
- \* Parameter Plan – Building Heights 60599821\_007 Rev A
- \* Demolition Plan – 60599821\_008 Rev A

Ripon Barracks Road Junction Plans:

- \* 60599821\_PR\_001 – General Arrangement Kirkby Road Sheet 1 – Kirkby Road New Access Roundabout and Eastbound Cycle Route.
- \* 60599821\_PR\_002 – General Arrangement Kirkby Road Sheet 2 – Kirkby Road New Access T Junction and Continuation of Eastbound Cycle Route.
- \* 60599821\_PR\_900 – General Arrangement Kirkby Road Temporary Junction Layout - Kirkby Road Interim T Junction and Interim Traffic Calming Measures.
- \* 60599821\_PR\_024 – Road Junction 5 Layout – Clotherholme Secondary Access.
- \* 60599821\_PR\_022 – Road Junction 3 Layout – Clotherholme Primary Access.

\* Ripon Barracks Design Guide November 2021 Rev C

- 6 Prior to the submission of any applications for approval of details of the access, appearance, landscaping, layout, including internal roads, and scale, (hereinafter called "the reserved matters"), a Phasing Plan shall be submitted to and approved in writing by the Local Planning Authority. Reserved matters applications for each of the



phases or sub phases identified in the approved Phasing Plan shall be submitted to and approved in writing by the Local Planning Authority before any development in that particular phase or sub phase begins, and the development shall be carried out as approved unless otherwise agreed in writing with the Local Planning Authority.

- 7 Except for investigative works, demolition, remediation, disconnection and diversion of services, no excavation or other groundworks or the depositing of material on site shall take place on any Phase of the site until an approved plan for that phase related to the wider site has been submitted to and approved in writing by the Local Planning Authority. The plan shall incorporate an overall sustainable and inclusive movement framework including safe routes to school, measures to restrain vehicle speeds to 20mph and locations of bus stops to minimize distances between dwellings and bus stops to 400m. Thereafter development must be in accordance with the approved plan for that Phase of the development. The development Phase must only be carried out in compliance with the approved masterplan drawings.

- 8 Except for investigative works, demolition, remediation, disconnection and diversion of services no excavation or other groundworks or the depositing of material on site in connection with the construction of any road or any structure or apparatus which will lie beneath the road must take place on any phase or sub phase of the road construction works, until full detailed engineering drawings of all aspects of roads and sewers for that phase or sub phase, including any structures which affect or form part of the highway network, and a programme for delivery of such works have been submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority.

The development must only be carried out in compliance with the approved engineering drawings.

- 9 No part of the development within each phase or sub phase to which this permission relates must be brought into use until the carriageway and any cycle tracks, footway or footpath from which it gains access is constructed to binder course macadam level or block paved (as approved) and kerbed and connected to the existing highway network with any street lighting installed and in operation.

The completion of all road works, including any phasing, must be in accordance with a programme submitted to and approved in writing with the Local Planning Authority before any part of the development is brought into use.

- 10 Except for investigative works, demolition, remediation, disconnection and diversion of services no phase or sub phase of the development taking access from Clotherholme Road (as identified on the Phasing Plan submitted for approval under Condition 6) shall be brought into use until the amended access to Clotherholme Farm (with provision for farm vehicles) has been set out and constructed in accordance with drawings submitted to and approved in writing by the Local Planning Authority.

- 11 There must be no access or egress by any vehicles between the highway and any non-adopted access until visibility splays providing clear visibility of 2.0 metres x 2.0 metres measured down each side of the access and the back edge of the footway of the

primary access street have been provided. In measuring the splays the eye height must be 1.05 metres and the object height must be 0.6 metres. Once created, these visibility splays must be maintained clear of any obstruction and retained for their intended purpose at all times.

- 12 There must be no excavation or other groundworks, except for investigative works, demolition, remediation, disconnection and diversion of services, or the depositing of material on the site in connection with the construction of the access road or building(s) at the Clotherholme Road Sports Facilities until full details of the following have been submitted to and approved in writing by the Local Planning Authority:

- a) Vehicular, cycle, and pedestrian accesses;
- b) Vehicular and cycle parking;
- c) Vehicular turning arrangements including measures to enable vehicles to enter and leave the site in a forward gear, and;
- d) Loading and unloading arrangements.

No part of the Clotherholme Road Sports Facilities must be brought into use until the vehicle access, parking, manoeuvring and turning areas at Clotherholme Road Sports Facilities have been constructed in accordance with the details approved in writing by the Local Planning Authority. Once created these areas must be maintained clear of any obstruction and retained for their intended purpose at all times.

- 13 There must be no excavation or other groundworks, except for investigative works, demolition, remediation, disconnection and diversion of services, or the depositing of material on the site in connection with the construction of the access road or building(s) at the Galphay Lane Sports Pitches until full details of the following have been submitted to and approved in writing by the Local Planning Authority:

- a) Maintenance vehicle access;
- b) Details of the tree lined boundary to Galphay Lane to discourage parking to access the Galphay Lane sports pitches;
- c) Cycle, and pedestrian accesses;
- d) Vehicular parking (not taking access from Galphay Lane) and cycle parking;
- e) Maintenance vehicle turning arrangements including measures to enable vehicles to enter and leave the site in a forward gear; and
- f) Loading and unloading arrangements.

No part of the Galphay Lane Sports Pitches must be brought into use until the vehicle access, parking, manoeuvring and turning areas serving the Galphay Lane Sports Pitches have been constructed in accordance with the details approved in writing by the Local Planning Authority. Once created these areas must be maintained clear of any obstruction and retained for their intended purpose at all times.

- 14 There must be no excavation or other groundworks, except for investigative works, demolition, remediation, disconnection and diversion of services, or the depositing of material on the site in connection with the construction of the access road or building(s) at the Primary School until full details of the following have been submitted to and approved in writing by the Local Planning Authority:

- a) Staff and visitor; vehicular, cycle, and pedestrian accesses;
- b) Delivery and maintenance vehicular access;
- c) Pupil cycle, and pedestrian accesses;
- d) Pupil cycle/ scooter parking facilities;
- e) Pedestrian and cycle links to the wider highway network including Safe Routes to school;
- f) On street bus loading bay;
- g) Vehicular and cycle parking for staff, visitors and maintenance vehicles;
- h) Vehicular turning arrangements including measures to enable vehicles to enter and leave the site in a forward gear; and
- i) Loading and unloading arrangements.

No part of the Primary School development must be brought into use until the vehicle access, parking, manoeuvring and turning areas at the Primary School have been constructed in accordance with the details approved in writing by the Local Planning Authority. Once created these areas must be maintained clear of any obstruction and retained for their intended purpose at all times.

- 15 There must be no excavation or other groundworks, except for investigative works demolition, remediation, disconnection and diversion of services, or the depositing of material on the site in connection with the construction of the access road or buildings within each employment area (as identified on the Land Use Parameter Plan 60599821\_004 Rev A) within each phase or sub phase until full details of the following have been submitted to and approved in writing by the Local Planning Authority:

- a) Vehicular, cycle, and pedestrian accesses;
- b) Vehicular and cycle parking;
- c) Vehicular turning arrangements including measures to enable vehicles to enter and leave the site in a forward gear; and
- d) Loading and unloading arrangements.

No part of each Employment Area must be brought into use until the vehicle access, parking, manoeuvring and turning areas at that Employment Area have been constructed in accordance with the details approved in writing by the Local Planning Authority. Once created these areas must be maintained clear of any obstruction and retained for their intended purpose at all times.

- 16 There must be no excavation or other groundworks, except for investigative works demolition, remediation, disconnection and diversion of services, or the depositing of material on the site in connection with the construction of the access road or residential building(s) until full details of the following have been submitted to and approved in writing by the Local Planning Authority:

- a) Vehicular, cycle, and pedestrian accesses;
- b) Vehicular and cycle parking;
- c) Vehicular turning arrangements including measures to enable vehicles to enter and leave the site in a forward gear; and
- d) Loading and unloading arrangements.

No part of any residential building must be brought into use until the vehicle access, parking, manoeuvring and turning areas for that residential building have been constructed in accordance with the details approved in writing by the Local Planning Authority. Once created these areas must be maintained clear of any obstruction and retained for their intended purpose at all times.

- 17 There must be no excavation or other groundworks, except for investigative works, demolition, remediation, disconnection and diversion of services or the depositing of material on the site in connection with the construction of the access road or building(s) at the community facilities within each phase or sub phase until full details of the following have been submitted to and approved in writing by the Local Planning Authority:
- a) Vehicular, cycle, and pedestrian accesses;
  - b) Vehicular and cycle parking;
  - c) Vehicular turning arrangements including measures to enable vehicles to enter and leave the site in a forward gear; and
  - d) Loading and unloading arrangements.

No part of each Community Facility must be brought into operational use until the vehicle access, parking, manoeuvring and turning areas for that Community Facility have been constructed in accordance with the details approved in writing by the Local Planning Authority. Once created these areas must be maintained clear of any obstruction and retained for their intended purpose at all times.

- 18 No dwelling must be occupied until the related parking facilities have been constructed in accordance with the details approved in writing by the Local Planning Authority. Once created these areas must be maintained clear of any obstruction and retained for their intended purpose at all times.
- 19 No development for any phase or sub phase of the development, as set out in the approved Phasing Plan, must commence until a Construction Management Plan for that phase or sub phase has been submitted to and approved in writing by the Local Planning Authority. Construction of the permitted development must be undertaken in accordance with the approved Construction Management Plan.

The Plan must include, but not be limited, to arrangements for the following in respect of each phase or sub phase of the works:

- a) Details of any temporary construction access to the site including measures for removal following completion of construction works;
- b) Wheel and chassis underside washing facilities on site to ensure that mud and debris is not spread onto the adjacent public highway;
- c) The parking of contractors' site operatives and visitor's vehicles;
- d) Areas for storage of plant and materials used in constructing the development clear of the highway;



- e) Measures to manage the delivery of materials and plant to the site including routing and timing of deliveries (in relation to School drop off and pick up times within term time) and loading and unloading areas;
  - f) Details of the routes to be used by HGV construction traffic and highway condition surveys on these routes;
  - g) Protection of carriageway and footway users at all times during demolition and construction;
  - h) Protection of contractors working adjacent to the highway;
  - i) Details of site working hours;
  - j) Erection and maintenance of hoardings including decorative displays, security fencing and scaffolding on/over the footway & carriageway and facilities for public viewing where appropriate;
  - k) Means of minimising dust emissions arising from construction activities on the site, including details of all dust suppression measures and the methods to monitor emissions of dust arising from the development;
  - l) Measures to control and monitor construction noise;
  - m) An undertaking that there must be no burning of materials on site at any time during construction;
  - n) Removal of materials from site including a scheme for recycling/disposing of waste resulting from demolition and construction works;
  - o) Details of the general site wide measures to be taken for the protection of trees, these measures should be in accordance with BS 5837:2015 Trees in relation to design, demolition and construction - Recommendations.
  - p) Details of external lighting equipment;
  - q) Details of ditches to be piped during the construction phases;
  - r) A detailed method statement and programme for the building works; and
  - s) Contact details for the responsible person (site manager/office) who can be contacted in the event of any issue.
- 20 An electric vehicle infrastructure strategy and implementation plan for all parking provisions on each phase or sub phase hereby permitted shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of any part of that phase or sub phase. The plan shall contain details of the number and location of all electric vehicle charging points which shall be of Mode 3 type (specific socket on a dedicated circuit with a minimum current rating of 16 Amp) or subsequent Mode specification. All buildings and parking spaces that are to be provided with charging points shall not be brought into use until associated charging points are installed in strict accordance with approved details and are operational. All charging points installed shall be retained thereafter for their intended use.
- 21 No development shall take place until a scheme for the provision and management of a Water Framework Directive mitigation (where necessary) and enhancement in line with WFD waterbody objectives and Humber RBMP has been submitted to, and approved in writing by, the Local Planning Authority. Thereafter, the development shall be carried out in accordance with the approved scheme. Any subsequent variations shall be agreed in writing by the Local Planning Authority, in which case the development shall be carried out in accordance with the amended scheme. The scheme shall include, but not necessarily be limited to:

- Plans showing the extent and layout of a 10m (or more) undeveloped buffer zone from the water body.
- An assessment of the feasibility of removal, or modification, of the existing weir structures within the proposed development site boundary, and subsequent detailed designs of how such structures will be modified for the purposes of a) improving fish passage and B) improving river morphology.

22 Unless otherwise agreed in writing by the Local Planning Authority 25% of the market housing provision for each phase or sub phase of development as shown on the approved Phasing Plan hereby approved shall be constructed as accessible and adaptable homes that meet the requirements of M4(2) Category 2: Accessible and adaptable buildings of The Building Regulations (2010), Approved Document M: access to and use of buildings (2015 edition incorporating 2016 amendments for use in England), or any subsequent comparable standard set nationally.

23 Unless otherwise agreed in writing by the Local Planning Authority the affordable homes provided in each phase or sub phase of development shall be constructed to be accessible and adaptable homes that meet the requirements of M4(2) Category 2: Accessible and adaptable buildings of The Building Regulations (2010), Approved Document M: access to and use of buildings (2015 edition incorporating 2016 amendments for use in England), or any subsequent comparable standard set nationally, and within this 10% should be built as wheelchair accessible homes.

24 Prior to the submission of the first residential reserved matters application, a Phasing and Delivery Strategy to deliver self-build/custom build homes must be submitted to and agreed by the Local Planning Authority to ensure delivery of at least 5% across the whole site, subject to demand identified by the Local Planning Authority, by reference to Harrogate Borough Councils Self and Custom House Building Register.

The Phasing and Delivery Strategy, must include a marketing strategy, which sets out the marketing of the self and/or custom build plots to self or custom house builders (as defined in the Self-build and Custom Housebuilding Act 2015 (as amended by the Housing and Planning Act 2016)). The marketing strategy must set out the guide price and schedule of advertising and must be submitted and approved prior to the commencement of each phase or sub phase of development.

The plots shall be provided with services (access to a public highway and connections for electricity, water and wastewater) to the extent that it can be defined as a serviced plot of land, as defined in The Self-build and Custom Housebuilding Regulations 2016.

All applications for approval of reserved matters for the self-build or custom build dwellings shall be in general accordance with the approved 'Design Guide' submitted with the outline application. Development shall be carried out in accordance with the approved details.

If the Register confirms there is not sufficient demand, the plots will be returned to the open market in accordance with details to be approved by the Local Planning Authority.

- 25 Groundworks for each phase or sub phase of development except for investigative works, demolition, remediation, disconnection and diversion of services shall not commence until a land contamination Phase II Intrusive Site Investigation Report has been submitted to and approved in writing by the Local Planning Authority.
- 26 Where site remediation is recommended in the Phase II Intrusive Site Investigation Report for each phase or sub phase of development, approved pursuant to condition 25 groundworks shall not commence until a land contamination remediation strategy has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall include a timetable for the implementation and completion of the approved remediation measures.
- 27 Land contamination remediation of the site shall be carried out for each phase or sub phase of development and completed in accordance with the Remediation Strategy approved pursuant to condition 26. In the event that remediation is unable to proceed in accordance with the approved Remediation Strategy or contamination not previously considered in either the Preliminary Risk Assessment or the Phase II Intrusive Site Investigation Report is identified or encountered on site, all groundworks in the affected area (save for site investigation works) shall cease immediately and the Local Planning Authority shall be notified in writing within 2 working days. Works shall not recommence until proposed revisions to the Remediation Strategy have been submitted to and approved in writing by the Local Planning Authority. Remediation of the site shall thereafter be carried out in accordance with the approved revised Remediation Strategy.
- 28 Following completion of any measures identified in the approved Remediation Strategy or any approved revised Remediation Strategy a land contamination Verification Report shall be submitted to the Local Planning Authority. No part of the site within each phase or sub phase shall be brought into use until such time as the remediation measures have been completed for that part of the site in accordance with the approved Remediation Strategy or the approved revised Remediation Strategy and a Verification Report in respect of those remediation measures has been approved in writing by the Local Planning Authority. Where verification has been submitted and approved in stages for different areas of the whole site, a Final Verification Summary Report shall be submitted to and approved in writing by the Local Planning Authority.
- 29 The development of any of the approved phases shall not be commenced until a detailed dust management and monitoring plan to cover the demolition, groundworks and construction phases has been submitted to and approved in writing by the Local Planning Authority. The agreed plan shall then be implemented in full before the proposed development is started, including demolition, ground works and site clearance.

No activity hereby permitted shall cause dust to be emitted so as to adversely affect residential properties and/or other sensitive uses and/or the local environment. Should such an emission occur, the Local Planning Authority shall be notified and the dust generating activity shall be immediately suspended and not recommenced until a revised dust management and monitoring plan is submitted in writing to and approved in writing by the Local Planning Authority.

- 30 The development of each approved phase shall not be commenced until, a detailed noise and vibration management and monitoring plan to cover the demolition, groundworks and construction phases has been submitted to and approved in writing by the Local Planning Authority. The agreed plan shall then be implemented in full before the proposed development is started, including demolition, ground works and site clearance.

No activity hereby permitted shall cause noise or vibration to be emitted so as to adversely affect residential properties and/or other sensitive uses and/or the local environment. Should such occur, the Local Planning Authority shall be notified and the noise generating activity shall be immediately suspended and not recommenced until a revised noise and vibration management and monitoring plan is submitted in writing to and approved in writing by the Local Planning Authority.

- 31 For each phase or sub phase of the development, if there are noise emitting sources as part of the development, a noise assessment and if found necessary a noise mitigation scheme or a series of assessments and mitigation schemes, shall be submitted to and approved in writing by the Local Planning Authority prior to occupation of the associated noise emitting use. The assessment shall detail measures that will be implemented to ensure that any noise associated with the development does not cause detriment to amenity or a nuisance, especially to those living and working in the vicinity. The development shall be carried out in strict accordance with the approved assessments.

- 32 The rating level of sound emitted from any fixed plant and/or machinery or any industrial of commercial activity associated with the development shall not exceed background sound levels by more than 5dB(A) between the hours of 0700-2300 (taken as a 15 minute LA90 at the nearest/any sound sensitive premises) and shall not exceed the background sound level between 2300-0700 (taken as a 15 minute LA90 at the nearest sound sensitive premises).

All measurements shall be made in accordance with the methodology of BS4142 (2014) (Method for rating and assessing industrial and commercial sound) and/or its subsequent amendments.

Where access to the nearest sound-sensitive property is not possible, measurements shall be undertaken at an appropriate location and corrected to establish the noise levels at the nearest sound-sensitive property. Any deviations from the LA90 time interval stipulated above shall be agreed in writing with the Local Planning Authority.

- 33 For each phase or sub phase of the development, if external lighting is proposed and prior to the installation of any such lighting, an external lighting assessment and if found necessary a mitigation scheme or a series of assessments and mitigation schemes, shall be submitted to and approved in writing by the Local Planning Authority. The assessments shall detail measures that will be implemented to ensure that any artificial lighting associated with the development does not cause detriment to amenity or a nuisance, especially to those living and working in the vicinity. The development shall be carried out in strict accordance with the approved assessments.



- 34 Where non-domestic uses require it an odour and fume assessment for each phase or sub phase of development and if found necessary a mitigation scheme or a series of assessments and mitigation schemes, shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of any such use. The scheme shall detail measures that will be implemented to ensure that any odours associated with the development do not cause detriment to amenity or a nuisance, especially to those living and working in the vicinity. The development shall be carried out in strict accordance with the approved assessments.
- 35 Before first occupation of any proposed residential use (C2 or C3), the developer shall provide from a suitably competent person written evidence to the local planning authority to demonstrate that the following sound levels have been achieved.
- a) The 16hr LAeq shall not exceed 35dB between 0700 and 2300 hours when readings are taken in any noise sensitive residential room in the development.
  - b) The 8hr LAeq shall not exceed 30dB between 2300 and 0700 hours when readings are taken inside any bedroom in the development
  - c) The LAFMax (15min) indoor shall not exceed 45dB between 2300 and 0700 hours more than 10 times per night when readings are taken inside any bedroom in the development
  - d) The 16hr LAeq shall not exceed 50 dB (55 dB in existing noisy environments) between 0700 and 2300 hours when readings are taken outside in any residential garden in the development.

If it cannot be demonstrated that the aforementioned sound levels have been achieved, a further scheme incorporating further measures to achieve those sound levels shall be submitted for the written approval of the Local Planning Authority. All works comprised within those further measures shall be completed and written evidence to demonstrate that the aforementioned sound levels have been achieved shall be submitted to and approved in writing by the Local Planning Authority before the development is first brought into use.

- 36 No demolition/development shall commence for any phase or sub phase of development until an Archaeological Written Scheme of Investigation has been submitted to and approved by the Local Planning Authority in writing. The scheme shall include an assessment of significance and research questions; and:
1. The programme and methodology of site investigation and recording
  2. The programme for post investigation assessment
  3. Provision to be made for analysis of the site investigation and recording
  4. Provision to be made for publication and dissemination of the analysis and records of the site investigation (if deemed necessary)
  5. Provision to be made for archive deposition of the analysis and records of the site investigation
  6. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation

No demolition/development shall take place other than in accordance with the approved Written Scheme of Investigation.

The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the approved Written Scheme of Investigation the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

- 37 Prior to the commencement of works to each phase or sub phase of development, a record (including photographs, drawings and summary of historic analysis) shall be made of a representative selection of buildings with military heritage on site and shall be submitted to and approved in writing by the Local Planning Authority. Copies of this record shall be placed on the North Yorkshire Historic Environment Record (HER) and on the relevant Local Planning Authority file. The record shall be carried out in accordance with level 3 as set out in Historic England's guidance titled 'Understanding Historic Buildings-A Guide to Good Recording Practice' (2016). This recording project should also be the subject of a Written Scheme of Investigation (as per condition 38) submitted to and agreed by the Local Planning Authority before the building recording commences. This will set the scope of the survey to accord with Level 3 as set out by Historic England guidance.
- 38 Prior to the commencement of works to each phase or sub phase of development a Written Scheme of Investigation for a Level 3 building recording (as defined in Historic England's guidance titled "Understanding Historic Buildings-A Guide to Good Recording Practice (2016)") of selected buildings within the Site has been submitted to and approved by the Local Planning Authority in writing. The scheme shall include an assessment of significance and research questions; and:
1. The programme and methodology of site recording
  2. The programme for post investigation reporting
  3. Provision to be made for publication and dissemination of the analysis and records of the site investigation (if deemed necessary)
  4. Provision to be made for archive deposition of the records of the site recording
  5. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation

No demolition/development shall take place until the building recording has been completed in accordance with the programme set out in the approved Written Scheme of Investigation and the resultant photographic record has been approved by the Local Planning Authority with provision made for reporting, publication and dissemination of results and archive deposition has been secured.

- 39 No development related to the employment uses and other qualifying non-domestic buildings shall take place in any phase or sub phase until the applicant has provided for the approval in writing of the Local Planning Authority a Design Stage Certificate for employment development in that phase or sub phase provided by an accredited BREEAM Assessor that achieves BREEAM 'Excellent'. Development in that phase shall be carried out in accordance with the approved details.

- 40 A certified BREEAM Post Construction Certificate shall be provided to the Local Planning Authority in writing confirming that BREEAM 'Excellent' has been met, within 6 months of the first occupation of employment development in that phase.
- 41 Each phase or sub phase of development shall be supported with an Energy Statement submitted in accordance with the requirements of Harrogate Local Plan Policy CC4.
- 42 Development shall not commence on any phase or sub phase of the development until a site wide scheme to ensure that on-site and off-site foul water sewerage, designed to serve the whole development, is of adequate capacity to ensure proper disposal to the receiving public sewer network has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented and subsequently maintained, in accordance with the timing and phasing arrangements embodied within the scheme and the number of properties to be constructed within that phase or sub phase, or within any other period or number of properties as may subsequently be agreed in writing, by the Local Planning Authority. Furthermore, occupation of the development shall not commence until the approved drainage works have been constructed in accordance with the approved plans.
- 43 No piped discharge of surface water from the application site shall take place until works to provide a satisfactory outfall, other than the existing local public sewerage, for surface water have been completed in accordance with details submitted to and approved by the Local Planning Authority.
- 44 Prior to the submission of the first reserved matters application, a Site Wide Overall Biodiversity Gain Plan shall be submitted to and agreed in writing by the Local Planning Authority. The Site Wide OBGP must be based on the results of an updated Biodiversity Net Gain Assessment, using the latest version of the Statutory Biodiversity Metric and include a phasing plan for the development of the whole site.

The Site Wide OBGP shall provide for a minimum 10% biodiversity net gain, which may include an element of offsite provision (but no more than 25% to be allocated proportionally to each phase), subject to the written agreement of the Local Planning Authority.

Concurrent with the submission of each reserved matters application, a Phase Biodiversity Gain Plan shall be submitted to and agreed in writing by the Local Planning Authority. The Phase BGP must be based on the results of an updated Post Development Biodiversity Net Gain Assessment, using the latest version of the Statutory Biodiversity Metric. Each reserved matters submission must allocate an appropriate proportion of Biodiversity Net Gain, which shall be determined in accordance with the Site Wide OBGP. The Biodiversity Net Gain, including both onsite and offsite elements, must be implemented in full accordance with the approved Site Wide OBGP and each Phase BGP.

The BNG must be implemented under the supervision of a qualified Ecological Clerk of Works, or suitably qualified professional and secured through the provision of a S106 agreement, to ensure future monitoring and maintenance for a minimum of 30 years for both on-site and off-site BNG provision.

- 45 Development shall not commence on any phase or sub phase of the development until a Habitat Management and Monitoring Plan for that phase has been submitted to and agreed in writing by the Local Planning Authority. The Habitat Management and Monitoring Plan must provide for the retention, enhancement and creation of habitats

according to the targets for their condition and extent and timings set out in the approved Site Wide Overall Biodiversity Gain Plan and relevant Phase Biodiversity Gain Plan.

- 46 A Construction Ecological Mitigation Plan (CEcMP) for each phase or sub phase must be agreed in writing with the Local Planning Authority prior to the commencement of works on that phase, including site preparation and clearance. The CEcMP must include measures for the protection of retained habitats during the course of works, and for the avoidance of harm to protected and priority species and to prevent the spread of invasive species. It must incorporate provision for species of wildlife within the development, such as integrated swift and bat bricks and opportunities for movement of hedgehogs and a suitably sensitive lighting scheme. A copy of the CEcMP must be retained on site and made available to site managers and operatives, throughout the construction process for that phase.
- 47 Prior to the submission of the first reserved matters application, a report prepared by DIO/ Homes England in liaison with the Ripon Military Heritage Trust shall be submitted for the approval of the Local Planning Authority identifying the investigation, feasibility and deliverability of a heritage strategy covering the potential retention of military heritage assets as identified in AD1 of the Heritage Addendum to the Design Guide. The report shall provide justification as to what measures have been undertaken to retain and re-use structures of military significance from Deverell Barracks and within the Laver parkland and Deverell areas. The development shall be carried out in accordance with the approved strategy.
- 48 The site shall be developed with separate systems of drainage for foul and surface water. Each phase of the development shall not commence until a scheme detailing the surface water drainage for that phase has been submitted to and approved in writing by the Local Planning Authority. The scheme to be submitted shall demonstrate that the surface water drainage system(s) are designed in accordance with the standards detailed in North Yorkshire County Council SuDS Design Guidance (or any subsequent update or replacement for that document) and the Ripon Barracks Flood Risk Assessment & Drainage Strategy 60599821-FRA-001 Revision R04. The scheme shall detail phasing of the development and phasing of drainage provision, where appropriate. Principles of sustainable urban drainage shall be employed wherever possible. The works shall be implemented in accordance with the approved phasing. No part or phase of the development shall be brought into use until the drainage works approved for that part or phase has been completed. Note that further restrictions on surface water management may be imposed by Yorkshire Water and the Local Planning Authority.
- 49 No phase or sub phase of the development shall take place until an appropriate Exceedance Flow Plan for the site has been submitted to and approved in writing by the Local Planning Authority. Site design must be such that when SuDS features fail or are exceeded, exceedance flows do not cause flooding of properties on or off site. This is achieved by designing suitable ground exceedance or flood pathways. Runoff must be completely contained within the drainage system (including areas designed to hold or convey water) for all events up to a 1 in 30 year event. The design of the site must ensure that flows resulting from rainfall in excess of a 1 in 100 year rainfall event are managed in exceedance routes that avoid risk to people and property both on and off

site. The Exceedance flow plans must identify existing overland flow routes and ensure that the proposed exceedance plans for the proposed site layout mimic these to ensure that flood risk is not increased elsewhere. Proposed exceedance flow plans must be based on proposed site levels clearly marked on the plan.

- 50 No phase or sub phase of the development shall commence until an up to date Tree Survey (which accords with the principles of BS5837: 2012 Trees in relation to design, demolition and construction – Recommendations or subsequent amendments to the standard) has been submitted to and approved in writing by the Local Planning Authority. The Tree Survey must have been undertaken within 12 months of its submission to the LPA. The Tree Survey will form the basis of the Arboricultural Impact Assessment (AIA) and Arboricultural Method Statement (AMS). No tree pruning or felling to be completed unless referenced to a current tree survey completed within the previous 12 months (unless otherwise agreed in writing with the LPA).
- 51 No phase or sub phase of the development, including any tree removal or pruning (unless otherwise agreed in writing with the Local Planning Authority) is to commence until an Arboricultural Impact Assessment (AIA) (which accords with the principles of BS5837: 2012 Trees in relation to design, demolition and construction – Recommendations or subsequent amendments to the standard) for that phase or sub phase has been submitted and approved in writing by the Local Planning Authority. This will address the guidance within BS5837:2012 or subsequent amendments to the standard.
- 52 No phase or sub phase of the development, including demolition or enabling works, is to commence until a detailed Arboricultural Method Statement (AMS), Root Protection Area (RPA) and alternative construction/protection measures required to address conflicts highlighted within the AIA that cannot be designed out and have overriding planning justification, has been submitted to and approved in writing by the Local Planning Authority. This must include a specification of tree protection measures and an auditable system of arboricultural supervision and monitoring requirements. It must also address how works close to retained trees will be achieved. The AMS will be implemented in full prior to any works taking place, unless otherwise agreed in writing with the Local Planning Authority, and during the development and tree protection measures must be remain in place until completion is agreed with the Local Planning Authority. A pre commencement meeting including the LPA Arboricultural Officer, Site Manager and appointed Arboricultural Specialist must take place on site to ensure all tree protection measures have been installed in accordance with the approved details. No retained tree(s) will be felled, pruned or otherwise impacted without the written approval of the LPA. The development shall thereafter be carried out in accordance with the approved details or any variation as may be subsequently agreed in writing by the LPA.
- 53 The development shall not begin for any phase or sub phase until a scheme for the provision of affordable housing has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved scheme. Affordable housing shall meet the definition of affordable housing in the NPPF or any future guidance that replaces it. The scheme shall include:

- I. The numbers, type, tenure and location on the site of the affordable housing provision to be made which shall consist of not less than 40% (30% on brownfield sites) of housing units;
  - II. The timing of the construction of the affordable housing and its phasing in relation to the occupancy of the market housing;
  - III. The arrangements for the transfer of the affordable housing to an affordable housing provider [or the management of the affordable housing] (if no Registered Provider involved);
  - IV. The arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and
  - V. The occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.
- 54 Prior to commencement of development of the sports pitches and/or MUGA, a scheme for the community use of the sports pitches shall be submitted to and approved in writing by the Local Planning Authority. Such details will include details of any phasing and potential community use policy engaged with the Local Education Authority. Development shall be implemented in full accordance with the submitted details.
- 55 The development hereby permitted shall allow for up to 1300 dwellings maximum and up to 60 extra care accommodation units (Use Class C2), retail, food and drink (Classes E, F2 and sui generis), community facilities (Use Classes E, F1, F2 and sui generis), 2ha of employment land (Use Class E), Primary School (Use Class F1), sports pitches with ancillary facilities (Use Class F2).
- 56 Prior to the commencement of the development hereby permitted, a detailed air quality mitigation plan, shall be submitted to and approved in writing by the local planning authority. This is as identified in table 5-12 ES Addendum Air Quality Residual Effects, from the Ripon Barracks Environmental Statement Addendum, dated January 2022.
- 57 The development hereby approved shall be carried out in accordance with the findings and conclusions of the Ground Stability Report prepared by AECOM and dated 15 October 2022.
- 58 Each phase or sub phase shall provide a housing mix in accordance with paragraph 7.21 of the Planning Statement dated July 2020 or in accordance with Local Plan Policies HS1 and HS2 or as agreed with the Local Planning Authority.
- 59 Prior to the first occupation of any phase or sub phase of development, a Travel Plan must be submitted to and approved in writing by the Local Planning Authority. The Travel Plan will include:
- i. Agreed targets to promote sustainable travel and reduce vehicle trips and emissions within specified timescales and a programme for delivery;
  - ii. A programme for the delivery of any proposed physical works;
  - iii. Effective measures for the on-going monitoring and review of the Travel Plan;
  - iv. A commitment to delivering the Travel Plan objectives for a period of at least five years from first occupation of the relevant phase or sub phase of the development;
- and



- v. Effective mechanisms to achieve the objectives of the Travel Plan by both present and future occupiers of the development.

The development must be carried out and operated in accordance with the approved Travel Plan. Those parts of the Approved Travel Plan that are identified therein as being capable of implementation after occupation must be implemented in accordance with the timetable contained therein and must continue to be implemented as long as any part of the development is occupied.

- 60 Concurrent with the submission of any residential reserved matters application for any phase or sub phase of development, a scheme for the provision, maintenance and management of on-site and off-site public open space, sports pitches and village hall provision to serve the development, or alternative arrangements for the public open space, sports pitches and village hall provision, shall be submitted to and approved in writing by the Local Planning Authority. Each scheme shall have reference to the Open Space Assessment by DIO/Homes England July 2020. The development shall be carried out in accordance with the approved scheme.
- 61 Concurrent with the submission of any reserved matters application for layout for any phase or sub phase of the development a report detailing crime prevention measures to be incorporated into the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reasons for Conditions:-

- 1 To safeguard the rights of control by the Local Planning Authority in respect of the reserved matters.
- 2 To safeguard the rights of control by the Local Planning Authority in respect of the reserved matters.
- 3 To prevent the accumulation of unimplemented planning permissions and in accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.
- 4 To prevent the accumulation of unimplemented planning permissions and in accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004 and provide a consistent approach to the development of the site alongside adjoining developments
- 5 In order to ensure that the development is carried out in accordance with the approved drawings.
- 6 To ensure a phased development of the site
- 7 To secure an appropriate layout throughout the site to provide an overall movement framework for the site in the interests of highway safety and the amenity and convenience of all highway users.
- 8 To secure an appropriate highway constructed to an adoptable standard in the interests of highway safety and the amenity and convenience of all highway users.
- 9 To ensure safe and appropriate access and egress to the premises, in the interests of highway safety and the convenience of all prospective highway users.

- 10 To ensure a satisfactory means of access to the site from the public highway in the interests of highway safety and the convenience of all highway users.
- 11 In the interests of highway safety.
- 12 To ensure appropriate on-site facilities in the interests of highway safety and the general amenity of the development.
- 13 To ensure appropriate on-site facilities in the interests of highway safety and the general amenity of the development.
- 14 To ensure appropriate on-site facilities in the interests of highway safety and the general amenity of the development.
- 15 To ensure appropriate on-site facilities in the interests of highway safety and the general amenity of the development.
- 16 To ensure appropriate on-site facilities in the interests of highway safety and the general amenity of the development.
- 17 To ensure appropriate on-site facilities in the interests of highway safety and the general amenity of the development.
- 18 To provide for adequate and satisfactory provision of off-street accommodation for vehicles in the interest of safety and the general amenity of the development.
- 19 In the interest of public safety and amenity.
- 20 In the interests of sustainable development.
- 21 The Humber River Basin Management Plan (RBMP) requires the restoration and enhancement of water bodies to prevent deterioration and promote their recovery. The condition will ensure that the proposal's ecological impact will not lead to deterioration of any WFD quality element and/or prevent a water body quality element from attaining good status or potential. Equally, the condition will ensure that all opportunities to support the enhancement of the WFD water body, in order to achieve the future WFD objectives, are considered and delivered. Currently, the WFD water body is failing for fish. This failure is attributed, in part, to poor morphology and barriers affecting ecological connectivity (fish passage). As such, any works to remove, or modify, the existing weirs on the water body will help to contribute to the achievement of the WFD water body's objectives.
- 22 To ensure compliance with Local Plan Policy HS1.
- 23 To ensure compliance with Local Plan Policy HS2.
- 24 To ensure compliance with Local Plan Policy HS3.
- 25 In the interests of the safe occupation of the site
- 26 To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.
- 27 To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.
- 28 To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.
- 29 In the interests of amenity.
- 30 In the interests of amenity.
- 31 In the interests of amenity.

- 32 In the interests of amenity.
- 33 In the interests of amenity.
- 34 In the interests of amenity.
- 35 In the interests of amenity.
- 36 In the archaeological and historic interest of the site.
- 37 In the archaeological and historic interest of the site.
- 38 In the archaeological and historic interest of the site.
- 39 To safeguard the environment and mitigate climate change in accordance with Harrogate District Policy CC4.
- 40 To safeguard the environment and mitigate climate change in accordance with Harrogate District Policy CC4.
- 41 To safeguard the environment and mitigate climate change in accordance with Harrogate District Policy CC4.
- 42 To ensure the site can be properly drained without risk of flooding/pollution to the local aquatic environment, public health and public amenity.
- 43 To ensure the site can be properly drained without risk of flooding /pollution to the local aquatic environment, public health and public amenity.
- 44 To meet the requirements of the National Planning Policy Framework, Local Plan Policy NE3 and the Providing Net Gain for Biodiversity SPD and of commitments from Homes England to achieve and maintain a minimum of 10% net gain for the scheme for a minimum of 30 years.
- 45 To meet the requirements of the National Planning Policy Framework, Local Plan Policy NE3 and the Providing Net Gain for Biodiversity SPD and of commitments from Homes England to achieve and maintain a minimum of 10% net gain for the scheme for a minimum of 30 years.
- 46 To avoid harm to retained habitats and protected and priority species during the course of works and to prevent the spread of invasive species and to provide opportunities for wildlife to continue to be able to utilise the site, following its redevelopment.
- 47 In the interests of military heritage.
- 48 To ensure the provision of adequate and sustainable means of drainage in the interests of amenity and flood risk.
- 49 To prevent flooding to properties during extreme flood events and to mitigate against the risk of flooding on and off the site.
- 50 In the arboricultural interest of the site.
- 51 In the arboricultural interest of the site.
- 52 In the arboricultural interest of the site.
- 53 In order to comply with Local Plan Policy HS2 and the Affordable Housing SPD.
- 54 To provide for the recreational needs of the site.
- 55 For the avoidance of doubt.
- 56 In the interests of amenity.
- 57 To ensure the safe development of the site and to ensure compliance with Harrogate District Local Plan Policy NE9.
- 58 To ensure compliance with Local Plan Policy HS1.
- 59 In the interests of sustainable development.
- 60 To provide for the recreational needs of the site.
- 61 In the interests of crime prevention.

## **INFORMATIVES**

- 1 This development is subject to a Planning Obligation made under Section 106 of the  
Town and Country Planning Act 1990.
- 2 Informatives:

A) Other Permissions required from the Local Highway Authority

Applicants are reminded that in addition to securing planning permission other permissions may be required from North Yorkshire County Council as Local Highway Authority. These additional permissions can include, but are not limited to: Agreements under Sections 278, 38, and 184 of the Highways Act 1980; Section 38 of the Commons Act 2006, permissions through New Roads and Streetworks Act 1991 and Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (as amended and including all instruments, orders, plans, regulations and directions).

Further information on these matters can be obtained from the Local Highway Authority. Other permissions may also be required from third parties. It is the applicant's responsibility to ensure all necessary permissions are in place.

B) Detailed Plans of Road and Footway Layouts

It is recommended that in order to avoid abortive work, discussions are held between the applicant, the Local Planning Authority and the Local Highway Authority before a draft layout is produced and any detailed planning submission is made. To assist, the Local Highway Authority can provide a full list of information required to discharge this condition. It should be noted that approval to discharge the condition does not automatically confer approval for the purposes of entering any Agreement with the Local Highway Authority.

The agreed drawings must be approved in writing by the Local Planning Authority for the purpose of discharging this condition.

C) Visibility Splays and Pedestrian Visibility Splays

An explanation of the terms used above is available from the Local Highway Authority.

D) Details of Access, Turning and Parking -(MHC-09A)

The proposals should cater for r for all types of vehicles that will use the site. The parking standards are set out in North Yorkshire County Council's 'Interim guidance on transport issues including parking standards and subsequent amendments'. A copy of this documents is available at:

[https://www.northyorks.gov.uk/sites/default/files/fileroot/Transport%20and%20streets/Roads%2C%20highways%20and%20pavements/Interim\\_guidance\\_on\\_transport\\_iss ues\\_including\\_parking\\_standards.pdf](https://www.northyorks.gov.uk/sites/default/files/fileroot/Transport%20and%20streets/Roads%2C%20highways%20and%20pavements/Interim_guidance_on_transport_iss ues_including_parking_standards.pdf)

E) Landscaping Works

Any landscaping within the site is to be positioned and maintained such that it does not encroach on or over the adjacent highway.

F) Doors and Windows Opening over the Highway

You are advised to ensure that any doors and windows on elevations of the building(s) adjacent to the existing and or proposed highway are constructed and installed such

that they do not open over the public highway for a height of 2.4 metres from the level of the adjacent highway. Above 2.4 metres no part of an open door or window must come within 0.5 metres of the carriageway. Any future replacement doors and windows should also comply with these dimensions.

G) Projections over Footways

You are advised to ensure that any projection overhanging the footway is securely fixed and no part is less than 2.4 metres above the footway level and no closer than 0.5 metres to the edge of the carriageway.

- 3 Accessible and adaptable homes are those that meet requirements of M4(2) Category 2: Accessible and adaptable buildings and wheelchair accessible homes are those that meet the requirements of M4(3) (b) of The Building Regulations (2010), Approved Document M: access to and use of buildings (2015 edition incorporating 2016 amendments for use in England), or any subsequent comparable standard set nationally

**Target Determination Date:** 26.07.2024.

**Case Officer:** Kate Broadbank [kate.broadbank@northyorks.gov.uk](mailto:kate.broadbank@northyorks.gov.uk)

**APPENDIX A**

**PREVIOUS COMMITTEE REPORT TO FORMER HARROGATE BOROUGH COUNCIL**



**Case No.** 20/02973/EIAMAJ

**Item No. 01**

**Location:** 21 And 38 Engineers, Claro Barracks, Chatham Road, Ripon, North Yorkshire HG4 2RD

**Proposal:** Outline application, with means of access (from Clotherholme Road and Kirkby Road) for consideration, for a mixed-use development comprising: up to 1300 dwellings (Use Class C3), up to 60 extra care accommodation units (Use Class C2), retail, food and drink (Use Classes E, F2 and sui generis), community facilities (Use Classes E, F1, F2 and sui generis), 2ha of employment land (Use Class E), Primary School (Use Class F1), sports pitches with ancillary facilities (Use Class F2), public open space, landscaping, demolition of existing buildings and structures, and associated works ( amended scheme).

**Applicant:** Secretary Of State for Defence

#### **SUMMARY**

The application seeks outline approval for the development of a mixed use scheme consisting of 1300 houses, 2 hectares of employment and associated facilities on three allocated sites within the Local Plan for residential and mixed land use purposes. Policy DM1 of the Local Plan allocates both Deverell Barracks (R24) and Laver Banks (R27) for housing and Claro Barracks (R25) for a mix of housing and employment under policy DM3. The principle of development is therefore considered acceptable.

All matters are reserved for subsequent approval with the exception of 4 access points into the site. These are deemed acceptable to the Local Highway Authority. The analyses of the traffic generated by the development and the impact on the highway network in the forecast base situation of 2035 is a robust worst case scenario, which has shown junctions able to perform no worse in 2035, with the development and mitigation, than with the forecast 2035 base flows using the current layout i.e. without the development and mitigation. The Local Highway Authority considers there is no defensible reason to refuse the application on highway, or transportation grounds with mitigation measures to be provided prior to occupation of the development.

The proposal would contribute towards ensuring the district's housing needs are met, including the requisite provision of affordable homes, self-build homes, as well as employment land and significant green infrastructure not previously available to the public. In addition land is made available for new school provision.

Overall, for the reasons set out in the report, it is considered the proposal is compliant with the overarching policies of the development plan and national Planning requirements and thus represents sustainable development.

The application has been submitted with an Environmental Statement which has been submitted in accordance with relevant legislation and has not identified any significant environmental effects resulting from the development that would justify a reason for refusal. Where the Environmental Statement identifies adverse impacts they have been minimised through a combination of appropriate mitigation and compensation measures. The Environmental Statement has identified a number of wider environmental benefits resulting from the proposals as outlined in the Environmental Impact Assessment section of the report

**RECOMMENDATION: Defer and Approve subject to conditions and a S106 Agreement**

## 1.0 PRELIMINARY MATTERS

- 1.1 Access to the case file on Public Access can be found [here](#).
- 1.2 This application is to be presented to the Planning Committee as the scheme falls outside of the Scheme of Delegation due to its size and quantum of development proposed.

## 1.3 Background

- 1.4 The Harrogate District growth strategy contained within the Harrogate District Local Plan 2014 -2035 sets out the scale of new employment and housing development in the District. Policy GS1 seeks to provide a minimum of 13,377 new homes, including affordable housing over the plan period 2014-2035. It outlines a strategy for accommodating growth across the district that has been guided by a hierarchy of settlements and the main public transport corridors, and sets out an approach to managing the growth of individual settlements (Policy GS2).
- 1.5 In Ripon, the Growth Strategy identifies that the majority of new development will come forward as a result of the re-development of the former Claro and Deverell Barracks, and the adjoining Laver Banks for new homes, jobs and community uses.
- 1.6 The Ripon Neighbourhood Plan was formally 'made' on 10 April 2019 and now forms part of the statutory development plan for the Harrogate District. The plan does not allocate sites for housing but includes a number of policies to protect and enhance the environment, including the identification of areas for regeneration, the allocation of Local Green Spaces, protection of the City's skyline, and policies which support the local economy. The plan also includes a number of 'Community Actions' which set out how the local community would like to see development take place.
- 1.7 The Ripon Barracks site consists of three distinct elements Deverell Barracks to the east, Claro Barracks to the west and Laver Banks to the south. Policy DM1 of the Local Plan allocates both Deverell Barracks (R24) and Laver Banks (R27) for housing and Claro Barracks (R25) for a mix of housing and employment under policy DM3.
- 1.8 Each allocation has a set of site requirements to aid delivery and future development.

### Claro Barracks

In the case of Claro Barracks, this identifies a site extending to some 43.5 hectares with a net site area of 22.95 hectares for residential and 2.0 hectares for employment. It is anticipated an indicative yield of 836 residential units could be provided with the following requirements:

1. A comprehensive masterplan should be prepared for this site in combination with sites R24: Deverell Barracks and R27: Laver Banks.

2. The design and layout of development close to the site edges should recognise the urban fringe location and incorporate measures to aid the transition to countryside
3. Development of the site should provide new on-site green infrastructure provision to enhance the wider corridor of the River Laver.
4. Retain existing boundary trees and hedgerows, and enhance with new planting of native species.
5. Maximise the retention of mature trees within the site; where the loss of mature trees is unavoidable, replacement planting of native species should be provided.
6. Provide vehicle, cycle and pedestrian access from Clotherholme Road.
7. Provide pedestrian and cycle links within the site, and from the site, in order to provide convenient routes to residential and employment areas and facilities, including those planned on site R24 Deverell Barracks.
8. The design and layout of the site should protect and enhance the recreational and amenity value of the public bridleway that follows Green Lane, to the west and north-west of the site.

#### Deverell Barracks

- 1.9 Deverell Barracks extends to some 15.9 hectares, with a net developable area of 13 hectares, an indicative yield of 401 dwellings with the following developer requirements:
- 1.10 A comprehensive masterplan should be prepared for this site in combination with sites R25: Claro Barracks and R27: Laver Banks
1. The design and layout of the site should connect built development on the site with the residential edge of Ripon.
  2. Development of the site should provide significant new on-site green infrastructure provision to enhance the wider corridor of the River Laver.
  3. Maximise the retention of trees and hedgerows on this site, in particular existing mature trees, and enhance with new planting of native species as part of master planning proposals for R24, R25 and R27.
  4. Provide vehicle, cycle and pedestrian access from Clotherholme Road.
  5. Provide pedestrian and cycle links within the site and from the site in order to provide convenient routes to residential areas, employment areas, local services and facilities, including those planned on site R25 Claro Barracks.

#### Laver Banks

- 1.11 Laver Banks extends to 26.9 hectares with a net site area of 2.8 hectares and an indicative yield of 63 units to be located in the existing employment compound to the north east of the site. Site requirements are as follows:

1. A comprehensive masterplan should be prepared for this site in combination with sites R25: Claro Barracks and R27: Laver Banks.
  2. The area surrounding the site is of high ecological value, especially the species rich grassland, woodland and the riparian habitats which contribute significantly to the River Laver green/blue Infrastructure and its associated ecological network. This area will need to be retained, where appropriate enhanced, and integrated with green/blue infrastructure included as part of master plan proposals for this site together with sites R24 and R25. Proposals should be established for the future management of this area and it's associated funding in perpetuity.
  3. Non-compatible development should not take place on the part of the site classified as within flood zone two or three. A site specific Flood Risk Assessment will be required at the planning application stage.
  4. Retain existing boundary trees and hedgerows, and enhance with new planting of native species.
  5. Mature trees within the site should be retained. Any unavoidable loss should be compensated for by new native planting elsewhere within the site.
  6. Provide vehicle, cycle and pedestrian access to Clotherholme Road.
  7. Provide pedestrian and cycle links within the site and from the site to connect with the nearby residential areas in order to provide convenient routes to residential areas, employment areas, local services and facilities, including those planned on site R25 Claro Barracks.
- 1.12 In total the allocation identifies an indicative yield of 1300 new homes and 2 hectares of employment land.
- 1.13 Clotherholme is identified in the Ripon Neighbourhood Plan under Community Action B3 as a site where the City Council will support the redevelopment for mixed land use purposes having regard to an acceptable masterplan, and development strategy as contained within Community action B4.
- 1.14 **The Proposal**
- 1.15 The Outline planning application (OPA) seeks consent for the means of access (from Clotherholme Road and Kirkby Road) for consideration, for a mixed use development comprising up to 1300 dwellings (Class C3), up to 60 extra care accommodation units (Use Class C2) retail, food and drink (Use Classes E, F2 and sui generis), community facilities (Use Classes E, F1, F2 and sui generis), 2ha of employment land (Use Classes E), Primary School (Use Class F1), sports pitches with ancillary facilities (Use Class F2), public open space, landscaping, demolition of existing buildings and structures, and associated works.
- 1.16 The scheme has been amended following submission to take into account and address issues and concerns highlighted by the public and statutory consultation.

### The Masterplan

- 1.17 As required by the developer guidelines a development masterplan has been produced for the site as a whole. A masterplan is a long-term planning document that provides a conceptual layout to guide future growth and development at a site. The importance of using a masterplan that guides new development to integrate with the existing landscape, neighbourhoods and westward expansion of the built environment of Ripon as a whole, has been recognised.
- 1.18 An illustrative masterplan is submitted with the application and it demonstrates the way in which the development could come forward in accordance with the Parameter Plans. The Parameter Plans submitted for approval as part of the OPA include:
- Land Use;
  - Green Infrastructure;
  - Access and Movement; and
  - Building Heights.

### The Site

- 1.19 The Site itself is located to the north west of Ripon and extends in total to some 85 hectares in area which includes access to the strategic road network with the A61, linking Ripon with Harrogate to the south and the A1 to the north east. There are eight state primary schools, two secondary schools and a number of health care facilities located within 3km of the Proposed Development.
- 1.20 The Site areas considered for built-development areas are within Flood Zone 1, which is classed as land that has a low probability of flooding (less than a 1 in 1000-year annual probability). Areas of Flood risk Zone 2 and 3 are present on Laver Banks.

### Heritage Assets

- 1.21 Heritage assets within the surrounding area include those that are designated under legislation (such as listed buildings and scheduled monuments) as well as those that are non-designated (buildings, monuments, sites, places, areas or landscapes identified by plan-making bodies as having a degree of heritage significance meriting consideration in planning decisions, but which do not meet the criteria for designated heritage assets).
- 1.22 Gooseberry Farmhouse and its associated barn are Grade II listed buildings located immediately adjacent to the north-west boundary of the Site on Kirkby Road. The Studley Royal Park including the ruins of Fountains Abbey World Heritage Site and its associated buffer zone is located to the south of the Site, approximately 200m.
- 1.23 The scheme will be designed in line with the Parameter Plans and Design Guide and will ensure that the phases of the building over the 14-year programme sit well together to create a high-quality neighbourhood.
- 1.24 The Parameter Plans identify elements of the Proposed Development which are fixed in order to ensure a robust approach to the EIA for an outline planning application. The EIA having taken account of the parameters plan is taking a 'worse case' approach.



Some of the parameters are defined within identified limits of deviation, in order to provide flexibility as the scheme is developed. The Parameter Plans identify the limits within which the Proposed Development must be delivered.

1.25 The key components of the application are as follows:

- Up to 1,300 dwellings;
- Extra Care accommodation of up to 60 units;
- A Local Centre comprising retail and food/drink facilities of up to 590m<sup>2</sup> and community facilities of up to 1,770m<sup>2</sup>(Gross External Area [GEA]);
- Employment development comprising up to 9,440m<sup>2</sup> of employment floor space (GEA) within a 2ha plot; One 2 Form Entry (2FE) primary school (up to 3,000m<sup>2</sup> GEA floor space) to be located at the edge of the Local Centre (Use Class D1) within a 1.8ha parcel;
- 7.44ha of Sports Pitches (This figure includes a Multi-Use Games Area (MUGA) within Primary School plot)
- Ancillary changing facilities up to 375m<sup>2</sup> (GEA);
- Public open space, recreation areas, and play areas;
- Associated infrastructure including pedestrian and cycle routes, roads, car parking, a new bridge, landscaping and surface water attenuation; and,
- Associated demolition of existing buildings and structures, earthworks, temporary and permanent utility infrastructure and associated works.

1.26 Detailed permission is sought for four new access points into the Site at the following junctions:

- Kirkby Road –Western Junction
- Clotherholme Road –Western Junction
- Kirkby Road –Eastern Junction
- Clotherholme Road – Eastern Junction

1.27 Section 38(6) of the Planning and Compulsory Purchase Act requires applications to be determined in accordance with the development plan unless material considerations indicate otherwise. The adopted Harrogate Local Plan and Ripon Neighbourhood Plan is the starting point for determination of any planning application.

1.28 The Ripon Neighbourhood Plan was made part of the development plan for the District on 10 April 2019. The policies contained within the plan thus carry full weight. The Plan also includes a number of Community Actions. These are not development plan policies and as such do not carry the same weight but help provide a positive steer towards development.

## 2.0 MAIN ISSUES

The main issues are:

- Land Use Principle
- Landscape and Visual
- Cultural Heritage
- Ecology
- Geology, Hydrogeology and Contaminated Land
- Water environment
- Noise and Vibration
- Air Quality
- Traffic and Transport
- Socio-economic
- Cumulative Effects and Effect Interactions
- Sport and Open Space Provision
- S106 Heads of terms

## 3.0 RELEVANT POLICIES

Harrogate District Local Plan 2014-2035

- GS1: Providing New Homes And Jobs
- GS2: Growth Strategy
- GS3: Development Limits
- GS5: Supporting The Districts Economy
- HS1: Housing Mix And Density
- HS2: Affordable Housing
- HS3: Self And Custom Build Housing
- HS4: Older People S Specialist Housing
- HS5: Space Standards
- TI1: Sustainable Transport
- TI3: Parking Provision
- TI4: Delivery of New Infrastructure

- CC1: Flood Risk and Sustainable Development
- CC4: Sustainable Design
- HP2: Heritage Assets
- HP3: Local Distinctiveness
- HP4: Protecting Amenity
- HP5: Public Rights of Way
- HP6: Protection of existing Sport, Open Space and Recreational Facilities
- HP7: New Sports Open Space and Recreational Development
- HP9: Provision of New Community Facilities
- NE1: Air Quality
- NE3: Protecting the Natural Environment
- NE4: Landscape Character
- NE5: Green and Blue Infrastructure
- NE9: Unstable and Contaminated Land Gypsum Related Subsidence in the Ripon Area
- DM1: Housing Allocations
- DM3: Mixed Use Allocations

### **Ripon Neighbourhood Plan to 2030**

- A1: Sustainable development
- A2: Landscape Character
- A3: Skyline
- E2: Support for self-build and custom housing
- F1: Amenity open space and other open land
- F4: Allotments
- G2: Footpaths and public right of ways
- G3: Cycling
- G4: Mobility
- H3: Lighting

Community Action B3 Clothholme

Community Action B4 Clothholme Development Strategy

## Harrogate District Local Plan 2014-2035 SPD's

Air Quality SPD

Heritage Management Guidance SPD

Provision of Open Space and Village Halls SPD

Affordable housing SPD

Green infrastructure SPD

Providing net Gain for Biodiversity SPD

Landscape Character Assessment

### 4.0 ASSESSMENT

#### 4.1 Land Use Principle

4.2 As identified in the preceding paragraphs the site encompasses three allocated sites R24 (Deverell Barracks), site R25 Claro Barracks) and site R27 (Laver Banks) within the Council's Local Plan for residential and mixed land use development accordingly. The allocation for the sites will provide up to 1300 dwellings and 2 hectares of employment land which has been met by the outline submission. As such, subject to meeting the developer guidelines, other policies of the local plan and providing that there are no other material consideration of sufficient weight to set aside the provisions of the development plan, the broad land use principle of development is considered acceptable. The developer guidelines are discussed in more detail in the specific headings below, but as an outline application for development, only the means of access has been applied for at this stage. The four access points are discussed in more detail in the highway section of the report.

4.3 The Harrogate District Local Plan 2014 – 2035 (LP) and Ripon Neighbourhood Plan (RNP) will require the application of the following policies.

#### 4.4 New Housing

4.5 LP Policy HS1 specifically deals with Housing mix and density, requiring amongst other criteria that 25% of the market units should be built to accessible and adaptable homes, whilst meeting a minimum density of 30 dwellings per hectare. A similar concept is applied to the provision of affordable housing under LP Policy HS2. This policy requires 30% affordable housing on all qualifying brownfield developments (including mix land use schemes) and the provision of all units to be accessible and adaptable with 10% of those built as wheelchair accessible homes (subject to site suitability).

4.6 In meeting the developer requirements in terms of quantum of development the scheme will achieve the minimum 30 dwellings per hectare as required by LP Policy HS1 and RNP Policy E1, whilst a condition can be imposed securing appropriate accessible and adaptable homes (including wheelchair accessible). The provision of the affordable units, which in this instance accords with the 30% requirement of the

policy, (as the site is previously developed), can be controlled by a condition specific for each phase of development.

- 4.7 The site itself represents a strategic development site consisting of in excess of 500 homes and as such LP Policy HS3 and RNP E2 will require at least 5% of dwelling plots to be made available for self-build builders subject to demand (equating to 65 units based upon a figure of 1300 units). Where a developer is required to provide self-build plots, the plots should be made available and marketed appropriately for at least 12 months. Where plots, which have been appropriately marketed have not sold within this time period, these plots may be built out as conventional market housing by the developer. Such provision will form part of a S106 Agreement should Members be minded to approve the application.
- 4.8 The council's Self and Custom Housebuilding Register 2016-current date, indicates that 45 individuals are seeking a plot in Ripon. A further 369 have indicated they have no location preference (either indicating 'no preference', or leaving the field blank).
- 4.9 The vast majority are individuals seeking a plot for a 3, 4 or 5 bedroom detached house. The proposal will help to meet the demand on the council's Self-Build Register.
- 4.10 Although submitted as an outline application and final details of layout etc. are reserved for subsequent approval, Harrogate District Local Plan Policy HP4 (Protecting Amenity) seeks to ensure that development proposals should be designed to ensure that they will not result in significant adverse impacts on the amenity of occupiers and neighbours. Due to the size of the development and the proximity of existing and proposed sensitive land users which will be adversely impacted during demolition, groundworks and construction, the Council's Environmental Health team have recommended the imposition of conditions to control hours of operation (construction and demolition) and measures to control noise, lighting, waste storage, odour, fumes and dust from the site.
- 4.11 As part of the submission, the applicants are seeking approval in principle for up to 60 extra care accommodation units (Use Class C2). LP Policy HS4 (Older People's Specialist Housing) support developments specifically designed to meet the accommodation needs of older people in locations accessible by public transport, or within walking distance of community facilities, such as shops, medical services and public open space. Where this is not the case, such facilities should be provided on site. The latter proviso is considered relevant in consideration of the outline proposal. Facilities are included within the masterplan concept, whilst a bus service is to be provided to serve the site. The principle is considered acceptable.
- 4.12 Each future phase of development will need to be supported with an energy statement to ensure compliance with Local Plan Policy CC4 (sustainable design). This again can be controlled by condition. No details of the employment or community facilities have been submitted, however all new non-domestic developments, excluding conversions and extensions of less than 500 sq. m, will be required to achieve a minimum standard of BREEAM(24) 'Excellent' (or any future national equivalent). This approach would accord with RNP Policy A1 (Sustainable development) and can be controlled by condition.

#### **4.13 Employment, Retail and Community Facilities**

- 4.14 The provision of Employment Land is included within the development requirements for the site and is supported by LP Policy GS1, GS2 and RNP Community Action B3. The Masterplan identifies the land within the Central Neighbourhood Hub, where in addition retail food and drink uses are also focussed. The form of the community uses have yet to be confirmed but land was identified as being available on site for a doctor's surgery.
- 4.15 As the scheme has progressed it has become clear in consultation with NHS Humber and North Yorkshire Integrated Care Board (ICB) that a contribution towards health care facilities, to mitigate for the impact of circa 300 additional people, a new facility would be more appropriate than the provision of a land for a satellite surgery. This has progressed with the applicant and a methodology for a financial contribution based upon household size and build costs has developed. The financial contribution towards health Care Facilities will be £907,267 and this will form part of the S106 Agreement. The monies would go towards an amalgamation of various services and would align with the NHS's plan to enable to Primary Care Network to fulfil its vision for Ripon.

#### **4.16 Education**

- 4.17 LP Policy HP9 states planning permission will be granted for new community facilities where it can be demonstrated that there is a local need for the facility. PNP Community Action B3 seeks the identification of a primary school. The proposed development includes one 2 form entry primary school campus with an area of 1.8 ha and a building footprint of 3,000sqm. The school will include a 1 ha playing field/multi use games area (MUGA) which could be made available for public use through a community use agreement.
- 4.18 NYCC as the Education Authority welcome the allocation of the school site within the masterplan. In addition to the education land, NYCC would require financial contributions to both primary and secondary education. HBC has not adopted NYCC education policy for developer contributions (July 2020) and the LA understands that HBC will be applying education contributions rates to this application based on their prevailing policy. Therefore, in accordance with the HBC adopted policy, the applicants have confirmed a willingness to meet the education contribution requirements of £4,694,875 in total. The breakdown of this is £2,749,791 for Primary Education and £1,945,084 for Secondary Education. The payment of these contributions and provision of the land will be secured through a S106 Legal Agreement.

#### **4.19 Landscape and Visual**

- 4.20 LP Policy NE4: Landscape Character seeks to support development that will protect, enhance or restore the landscape character. RNP Policy A2 recognises the importance of the landscape and setting of the City and the contribution of Special Landscape Areas in that role. Part of Laver Banks falls within the special landscape area of the Skell and Laver Valleys.
- 4.21 Proposals for development should have regard to the HDLCA, Landscape Design Guide, and policy NE5: Green and Blue Infrastructure and associated Green Infrastructure Supplementary Planning Document (SPD) as a starting point to promote



high quality design and, where possible, mitigation that respects the landscape character of the district.

- 4.22 The site (in the case of both Deverell and Claro Barracks) represents brownfield sites located on the edge of Ripon. Laver Banks is predominantly more naturalised with a smaller area of built development located to the north east corner where it abuts Clotherholme Road. Included within ES Volume I, reports the findings of an assessment of the likely effects on landscape and visual receptors. The term 'landscape receptors' covers both rural and urban landscapes and townscapes and effects relate to changes to the features or character of the landscape. The term 'visual receptor' covers people's views, e.g. residents, motorists or public rights of way users and effects relate to loss or introduction of features within view.
- 4.23 The overall landscape value of the Site is considered to be medium on the basis of limited recreational value and conservation interest, although it is characterised by good levels of high quality scenic landscape. However, a high landscape value has been assigned to the surrounding areas, principally due to the existence of a number of features of landscape value, including:
- The Nidderdale Area of Outstanding Natural Beauty (AONB);
  - Skell and Laver Valleys Special Landscape Area;
  - The World Heritage Site and Buffer Zone of Studley Royal and Fountains Abbey;
  - Studley Royal, which contains the world-famous Water Gardens which are Grade I listed Registered Parks and Gardens;
  - Norton Convers Registered Park and Garden, which is Grade II listed; and
  - Grantley Hall, which contains a Grade II listed Japanese Garden.
- 4.24 Nine viewpoints have been identified and studied, which are considered to illustrate the typical range of views of the Site from the surrounding area.
- 4.25 The ES assessment concludes that during the demolition and construction phases that temporary significant visual effects are likely on viewpoints from the bridleway near Galphay Lane, from the view from Brekamore Hill, from the view from Clotherholme Road, from the view from Gooseberry Farm Grade II Listed Buildings and from the view from Williams Road, immediately adjacent to the south east of the Site, which will vary as the development proceeds and due to intervening vegetation in summer months.
- 4.26 Although details of layout, appearance and landscaping are reserved for subsequent approval the masterplan concept includes design elements which includes the retention of green avenues within the site, lower density development to the rural edges, the retention of Laver Banks as an area of open space. Importantly the retention on both Claro and Deverell of the mature tree and hedge perimeter planting ensures that mitigation can be provided to avoid, or reduce where possible, landscape and visual effects.

- 4.27 RNP Policy A3 deals specifically with skylines identifying that proposals which are on previously undeveloped land, or which are generally of greater height than neighbouring buildings, or structures are required to be supported with an assessment on the City skyline. This is not the case here where the application site represents previously developed land (albeit with Laver left predominantly for recreation use). The Building Height Parameters Plan, is welcome in that the development proposes two storey development to the rural edges, up to two and half storey adjacent to existing built development with only the central hub up to a maximum of 12.65m in height (much of which is the proposed school allocation). Claro Barracks itself containing similar height structures.
- 4.28 Clearly there will be significant landscape and visual impact at points close to the site, as recognised within the ES, including Clotherholme Road, Gooseberry Farm and Williams Avenue, however at such locations, it is perhaps inevitable. Gooseberry Farm is a Listed building and further comments are contained within the Cultural Heritage section of the report.
- 4.29 The Green Infrastructure Parameters Plan incorporates existing landscape assets throughout the site in order to be connected and reinforced within a proposed multi-functioned network of public spaces.
- 4.30 The Special Landscape Area has been identified as being important for the landscape settings of the city. The Masterplan avoids this area, which it is intended to be retained as open space and forming part of a network of recreational trails.
- 4.31 The above is considered to meet the aims of the Harrogate Landscape Character Assessment 45: West Ripon Rivers Laver and Skell confluence, which identifies that "the river corridors are shrouded in dense woodland. This creates an intimate setting for riverside activities ...". The aims for the area, include, the protection of the river valley land-form, to protect and enhance river corridor habitats and integrate recreation use and to protect and enhance the setting of Fountains Abbey and Studley Royal UNESCO WHS.
- 4.32 The Masterplan and Parameters Plan are considered to meet these aims.
- 4.33 Local Plan Policy NE7 seeks to protect and enhance existing trees that have amenity value and / or contribute to the setting of a settlement, requiring the design of new development to ensure a satisfactory relationship between buildings and new and existing trees. This forms an important part of the developer guidelines for the site. The scheme retains trees of high quality on the site. The layout accommodates this by retaining streets along existing alignments of avenue planting and tree groups on the periphery of the site, which aid transition to the rural environment beyond. The HBC Arboriculture Officer has no objection to the scheme.
- 4.34 Elsewhere, it is noted that to the southern boundary of Laver banks part of a conifer plantation is to be felled. In this respect members are advised that the felling of this woodland was approved prior to planning consideration of the site. The felling of the woodland was approved by the Forestry Commission which is accompanied by a replacement planting scheme mainly off-site. The replacement planting schemes are supported as they result in larger woodlands moving from 2.35ha to 6.8ha. In addition the trees to be removed are coniferous and the replacement mix of greater value

environmentally and ecologically. Overall the position, in terms of trees, is supported as it will result in an increase in tree numbers in line with the Tree and Woodland Policy.

#### **4.35 Cultural Heritage**

- 4.36 The site requirements (set out in the Local Plan) contain no specific heritage site requirements other than a heritage statement being required. However, through the pre-application process the council's Conservation Officer has provided guidance on matters relating to the military heritage of the site, with additional comments provided by Historic England.
- 4.37 The Environmental Statement includes a chapter on Cultural Heritage along with an overall desk based assessment and separate significance statements for the military buildings at Claro and Deverell Barracks.
- 4.38 The site is a non-designated heritage asset, being a former military site from World War 2; however the history of the site goes back to the time of the First World War and this reinforces the long standing connection to Ripon and the significance of its military history. In terms of built form, the buildings and remaining elements of Deverell Barracks are considered to be the most significant of those on the site.
- 4.39 Historic England, in their consultation response state - 'The history of Ripon Barracks is typical of army camp developments of the 20th century. Shaped by its temporary function, repetitive standardised buildings and the formulaic approach to their construction/arrangement, the site has considerable historical merit. These former barracks still display the surviving physical remains of an important part of the emergency response made by government as world events required the militarisation of large numbers of British and Commonwealth civilians.' The buildings were previously not considered to meet the test for listing, but Historic England advise that they 'consider that Deverell Barracks has extensive heritage significance irrespective of whether the site meets the stringent listing criteria for WWII military buildings.'
- 4.40 Other features that characterise the site include the road layout of the site, the treed avenue of Chatham Road, a mix of large utilitarian and other buildings, areas of hard standing, the spaciousness of the site with large grassed areas and significant woodland areas (such as that within the Laver Banks area).

#### **4.41 Design and Place Making**

- 4.42 Policy HP3: Local Distinctiveness, of the Harrogate Local Plan, requires that 'development should incorporate high quality building, urban and landscape design that protects, enhances or reinforces those characteristics, qualities and features that contribute to the local distinctiveness of the district's rural and urban environments.'
- 4.43 The proposal is for the complete redevelopment of the barracks sites, the principle of which has been accepted in planning terms (due to being allocated sites within the local plan). This will result in a fundamental change to the sites, particularly the Claro and Deverell Barracks, where a new suburban environment will be formed.
- 4.44 However, one of the fundamental development objectives is to provide 'a distinctive character that reflects the military heritage of the Claro and Deverell Barracks and a high quality approach to place making...' This is also an aim of the RNP Community Action plan B3 and B4

4.45 In general design and place making terms, a high quality approach is being taken, with a detailed Design Guide having been submitted with the application. This gives clarity to those who will submit reserved matters details on what is expected in terms of the details of the implementation. It will also enable the council to better assess the detail of development when it is submitted for consideration (thereby allowing more control over achieving a high quality development). Notwithstanding the comments made below, this should ensure that, as far as is possible prior to the reserved matters stage, the resultant development is one that meets the requirements of Local Plan policy HP3: Local Distinctiveness, which requires that: 'high quality building, urban and landscape design that protects, enhances or reinforces those characteristics, qualities and features that contribute to the local distinctiveness of the district's rural and urban environments.'

#### **4.46 Demolition / Re-use of Barracks Buildings**

4.47 The submission includes the demolition of all existing buildings including those that are considered to be 'one of the best surviving WWII temporary standardised prefabricated sites' (those within the Deverell site) – as stated by Historic England.

4.48 The Ripon Neighbourhood Plan identifies the existence of non-designated heritage assets on the Deverell part of the site and calls for the retention of an exemplar timber barrack block.

4.49 Strong concerns over full demolition without the provision of the retention of example building/s have been raised by both Historic England and the council's Conservation Officer. As a consequence the Design Guide has been amended to include exploration of the retention of these structures.

4.50 The demolition of the buildings, represents the most severe harm to significance (as a non-designated heritage asset) as it and most of the components within it will be lost.

4.51 The Harrogate Local Plan, within policy HP2: Heritage Assets, requires that: 'Proposals which would remove, harm or undermine the significance of a non-designated heritage will be permitted only where the benefits are considered sufficient to outweigh the harm.' The NPPF identifying that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

4.52 It has been advised that following investigation, there are significant issues with the re-use of the existing buildings, for example, due to the presence of asbestos. This is extremely regrettable. However, the prospect of some buildings being retained within the development is provided for within policy AD1 of the Heritage Addendum to the Design Guide. This requires that the potential for retention is investigated by the developer and suggests areas where they could be utilised (sports pavilions, outside classrooms, allotment buildings, within playgrounds). Whilst it does not provide certainty of retention, the provision of the policy at least allows this to be investigated and this is highly beneficial. Otherwise, proposals for creation of buildings of similar form to the Deverell blocks in forming buildings such as sports pavilions and allotment sheds would be welcomed. The provision of such buildings will aid interpretation and assist in off-setting, to some extent, the loss of the original buildings, should it not be

possible to retain them. The design guide and its addendum is to be included in the list of approved plans

- 4.53 The significance of Laver Banks was not initially known and following further investigations by a military heritage group, it has become apparent that the remaining standing structures on Laver Banks also retain a level of historic significance similar to the timber buildings on Deverell. This includes two bridges on Laver (demolition training bridge and heavy girder bridge), however, it is only the latter Bridge that is mentioned within the application. In accordance with NPPF policy, non-designated heritage assets are a material consideration in planning applications. Local Plan policy HP2 also includes requirements for the removal of non-designated heritage assets to have sufficient benefits to outweigh the harm it would cause to remove them.
- 4.54 Detailed heritage work and assessment has concluded that retention of military structures is not required on the Ripon Barracks site, including within the main areas of development on the Claro and Deverell Barracks elements of the site where the majority of construction is proposed. The Ripon Military Heritage Group main area of interest is in the Laver Banks element of the site and they would like to retain as much of the engineering structures and also moving examples of military heritage, such as military huts to the Laver Banks part of the site, in order to better tell and preserve the story of Ripon Barracks.
- 4.55 The applicants have had continued engagement with the group to ensure that the redevelopment of the Ripon Barracks site captures and builds on the military legacy. This has resulted in a spatial strategy document for the visions of the site. It is however accepted by the group that any proposals would need to be developed further and work within the parameters of the outline application and the proposals for Laver Banks, which include it's important roles relating to County Park, landscape, ecology, sport and public access.
- 4.56 The applicants have confirmed their commitment to use the Laver Banks area to record the history of over 100 years of military occupation. In addition to the discussions on the potential retention of assets, the applicants are very interested to use the history via interpretation boards and other aids around the site, to explain the important – but perhaps currently underplayed role that Ripon has had in supporting our armed forces.
- 4.57 Further military heritage work will be required to secure this. Due to the status of the assets and the early stage that has been reached in developing proposals for Laver Banks, it is not possible to require assets to be retained. The applicants have confirmed a commitment to keep on working together the Ripon Military Heritage Group on developing the proposals and a condition can be added to ensure this engagement continues.

#### **4.58 Archaeology**

- 4.59 The NYCC Heritage Unit note that there is limited potential for traditional archaeological features pre-dating the barracks, although the various submissions correctly point out that there is some potential for features associated with military activity, including practice trenches and former air raid shelters. The various reports make recommendations for further archaeological assessment and building recording prior to development in order to advance our understanding of the development of the barracks and to provide a permanent, publicly accessible record. On this basis the

County Archaeologist recommends the imposition of a condition securing Written Scheme of Investigation and subsequent recording, for each phase of development in accordance with the requirements of Section 16 of the NPPF as the site of historic interest.

#### **4.60 Design Guide**

- 4.61 A detailed design guide sets out the detail design approach for the site as a whole, broken down into character areas and down to specific street level. The existing layout is retained, and key character elements are reflected and inform the design styles of the site. Further detail will be provided in RMA's which will be required to follow the Design Guide. As set out in the relevant development objective, the intentions are that the scheme references the military history of the barracks sites.
- 4.62 The principle of referencing the military history is welcomed and this is followed through to the Design Guide, which requires that developers integrate a number of characteristics into the site layout in order that the existing military character is referenced. This includes:
- Use of a grid layout.
  - Definition of perimeter blocks and building line to reflect the position of the two parade grounds. Use of a different built form to help with this definition.
  - The layout of the barracks blocks should be used as an important reference point in the layout.
  - Protection of the existing avenue of mature trees along Chatham Road.
  - Use of contemporary styles of architecture to interpret key traditional characteristics in a modern way and which incorporate details that draws upon the military history of the site.
  - Provision of a comprehensive public art strategy, focusing on assisting the interpretation of the history of the barracks. Provision of a trim trail that references the location of the military version.
- 4.63 The Environmental Statement states that (8.7.5) – 'Part of their value will be retained through retention of elements of the barracks' road network and the retention of the outline of the parade square as a building plot. These place-making features will allow something of the historic significance of the Site to be easily readable in the new development, such as the rigid site layout, planting, street names, and architectural references to the Site's historic significance that will act as prompts for further investigation and understanding of its historic military use and development.'
- 4.64 The definition of the parade grounds through provision of a new building line does not provide an open space as a means to demonstrate the former presence of a parade ground (which is a fundamental characteristic of the feature). However, it is acknowledged that this is partly due to the scale of development across the site and in being able to provide a connective network of open/green spaces elsewhere across the site. Also, it is acknowledged that there is a difficulty in provision of such large open spaces (if retaining the parade grounds in their full size) in terms of enabling them to be viable, functional spaces. The proposed provision of interpretation, together with



the specification of unique building frontages and associated street names will, however, aid some legibility, which is beneficial and will assist in off-setting the loss of the parade grounds.

- 4.65 The use of a grid layout is welcomed and would be reasonably effective in reflecting the existing layout of the barracks; however, it would not alone be sufficient and, as proposed, should be part of a suite of reference points.
- 4.66 The general layout of the scheme is well designed, but, the general spaciousness of the site, with large grassed areas, is lost (though it is acknowledged that this is in part an inevitable result of the development). Even in the vicinity of Chatham Road, where trees are to be retained, the increase in built form will change the character of this avenue. It is acknowledged the retention of the wooded area to the northern boundary would soften the rural approach.
- 4.67 It is agreed as part of the Design Guide that it is beneficial to explore contemporary building design as a means to create a development with its own identity yet be locally distinctive and have reference to the WW2 buildings. The retention of a former building would obviously help in this regard as without such building, the Conservation Officer questions whether a user / resident would be able to read the intentions of the design (for example, where timber cladding is applied to two storey dwellings) However, provision of interpretation and education should assist with this. The Heritage Addendum to the Design Guide includes indicative sketches to show how the aesthetics of the timber buildings could be carried through to new building design and this is helpful in setting out the required intentions with regards to the design approach.
- 4.68 Whilst the site provides public art and a trim trail, the original content of the Design Guide was weak with regards to the requirements of interpretation of the military heritage. However, Policy AD3, within the Heritage Addendum to the Design Guide adds further clarity on how interpretation will be achieved and importantly, adds reference to the link to the school (so that the school has the resources for teaching children about the cultural heritage of the site). AD3 provides a firmer requirement to provide interpretation and this is welcomed.

#### **4.69 Potential Impact on the World Heritage Site (WHS)**

- 4.70 The World Heritage Site of Studley Royal Park including the ruins of Fountains Abbey (and its buffer zone) is located near to the site. Views and vistas are one of the key attributes of Outstanding Universal Value of the WHS.
- 4.71 Section 16 of the NPPF (Conserving and enhancing the historic environment) advises in paragraph 194 that when considering the impact of a proposed development on the significance of a designated heritage asset, the level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.
- 4.72 Policy HP2 requires 'that any development that would have an impact on the Studley Royal Park, including the ruins of Fountains Abbey World Heritage Site, or its setting, will conserve and, where appropriate, enhance those elements that contribute towards its outstanding universal value,'. The National Trust have provided a consultation response regarding the potential impact on the World Heritage Site. They considered that an evaluation should be provided of whether there are any direct views available

from the Grade I Registered Park and Garden along the 'finger' of land that stretches north from Lindrick Gate along the Lindrick Avenue PROW. Also, of particular concern is the impact that the development may have as viewed from Gillet Hill, and for consideration to be made of proposed building heights compared to the existing.

- 4.73 These vistas were scoped out of the initial report but have in the case of Gillet Hill a viewpoint has been provided, which has been assessed by the Landscape Officer as a good representation of the view (as the view isn't from the top of the hill). The hill continues to rise gently perhaps for another 10m or so, but because it is gentle the view becomes more distant and tree cover also comes into play.
- 4.74 However, the assessment made in the submission is noted and gives comfort that the development should integrate well into this existing built edge of the city. This assessment indicates that the height of the buildings may not be unduly evident within the wider context of the existing edge of Ripon because of the retention and enhancement of significant woodland and trees and where development would follow the requirement of the Design Guide - 'building heights are graduated across the development so as to create a smooth and sensitively articulated roof-scape when viewed from outside the development.' The Building Height Parameters Plan submitted for approval is reflective of this approach.

#### **4.75 Development Edges**

- 4.76 Many components of the scheme have been designed as a means to limit the impact of the increased level of development on the site in terms of the notable encroachment of development to the site edges where it adjoins open countryside. This includes the retention of significant areas of woodland on the Laver Banks site, the positioning of allotments at the North West corner of the site and retention of woodland on the northern edge in combination with a low density, informally laid out zone of development.
- 4.77 The south west corner of the Claro Barracks site has a degree of setback but there will be a significant change from the currently open, undeveloped land in this location. Whilst landscaping is a reserved matter it is key that any such development in these locations minimises harm as far as is possible and ensures an appropriate transition to the rural context of the site.
- 4.78 Also, of particular note is the Kirkby Road edge, which has been previously raised by the council's Conservation Officer due to the location of Gooseberry Farm and the associated barn, both grade II listed. These are located to the north side of Kirkby Road, approximately equidistant between the turning for Lark Lane and Chatham Road. Gooseberry Farm is a former farmhouse, walling in cobble and limestone, with a brick extension and with a pan tile roof. The front elevation faces south east, with the gable facing Kirkby Road. The barn sits to the rear of the house, almost in parallel, in similar materials and with attached outbuildings.
- 4.79 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (the LBCA Act) requires local planning authorities, when considering whether to grant planning permission that affects a listed building or its setting to have special regard to desirability of preserving the building or its setting.

- 4.80 The grade II listed, former farmstead has a rural / semi-rural context, being just beyond the suburban edge of the city and being located opposite Deverell Barracks. On the northern / eastern side of the road, the buildings sit within a rural context, characterised by fields / paddocks, hedgerow field boundaries, trees and hedgerow trees and glimpse views of the wider landscape beyond. This contributes positively to its setting as it links the former agricultural use to the rural context.
- 4.81 It is clear that the proposed development, as shown on the indicative masterplan layout, will lead to a change in character of this currently 'soft' edge to the barracks site, with a significant increase in built form (and this being of a suburban appearance).
- 4.82 The Illustrative Master Plan shows well-spaced, detached dwellings positioned with a set back from the boundary (the setback formed by with garden space or vehicular accesses). But, the dwellings would be both taller and closer to the road than the existing arrangement. A new junction is provided where currently a curtailed access is located (to the south of Gooseberry Farm) which, will lead to an erosion of the rural character of the lane. It is considered that this will have a harmful impact on the setting of the listed building, though it is accepted that the rest of the land surrounding the buildings will remain as currently. Harm is also acknowledged in the Environmental Statement.
- 4.83 However, it is noted that there is a conflict here between the desirability of integrating this frontage as part of the new urban area in order to assist in calming traffic and to provide a transition to the 30mph urban environment and that this will restrict the ability to soften this edge and provide a softer transition to the rural context of the site (which in turn could have reduced harm to the setting of the listed buildings). Final details of the frontage will of course be subject to detailed reserved matters submission, which will allow for further assessment of this impact.
- 4.84 Building Recording**
- 4.85 The Environmental Statement (8.8.9) confirms that a programme of building recording will be carried out, as previously discussed with the council's Conservation Officer, A condition will be required to cover provision of this recording process.
- 4.86 Ecology**
- 4.87 Harrogate District Local Plan Policy NE3 (Protecting the Natural Environment) seeks to protect and enhance features of ecological interest and supports proposals which provide net gain in biodiversity. Criterion E of the policy, identifies that major development such as the application proposal, will be required to avoid a net loss of biodiversity. The policy requires proposals to increase connectivity of habitats by locating features, which enlarge, connect or support existing green corridors and natural and semi-natural green spaces in line with policy NE5 Green and Blue Infrastructure and the Green Infrastructure Supplementary Planning Document (2014)
- 4.88 The applicants have provided an updated Biodiversity Net Gain Assessment document (v. 3.0, AEECOM, August 2022 and assesses the options to secure 10% Biodiversity Net Gain for the development as a whole.
- 4.89 The recalculated figures show a current BNG deficit of -9.54% (-28.54 habitat units) in comparison with the currently existing baseline. However, Homes England now

recognise that a 10% uplift in BNG is the appropriate target to achieve in this instance, in line with its earlier consultation commitments and because 10% net gain may well be mandatory under the Environment Act by the time the reserved matters are determined. The updated Biodiversity Net Gain Assessment document therefore proposes that a total of 329 area habitat units will require to be established to meet a 10% net gain, of which 270.6 can be met onsite (using current projections) which will leave a deficit of 58.5 habitat units. This is a substantial BNG deficit, which is unlikely to be able to be made up onsite, on the basis of the current layout, as realistic biodiversity enhancement opportunities have already been explored and factored in for the current indicative layout. The BNG Assessment recognises that “through the current scheme layout there is limited opportunity to provide additional on-site mitigation. As retained habitats have already been selected to be enhanced within the calculation” and it notes a number of options for making up the deficit in BNG including “through purchase of additional land (under Homes England management), financial contributions to stakeholder groups to facilitate enhancement of off-site areas and habitat bank providers such as the Environment Bank”.

- 4.90 The BNG Assessment notes that, and in accordance with best practice and in keeping with recognised BNG principles “the delivery of biodiversity units should always be initially considered on-site”. This is especially the case for this site, as high value habitats are situated here within the strategic corridor of the River Laver, connecting sites such as Cow Myres SSSI and Ellington Banks SINC with green infrastructure in Ripon, such as Hell Wath Local Nature Reserve, within the context of the Southern Magnesian Limestone Natural Character Area. These attributes provide the site with a high potential to be able to contribute to the emerging Local Nature Recovery Strategy by providing habitats which are bigger, better and more joined-up. The BNG assessment notes that provision of compensatory calcareous grassland may be more difficult to locate offsite than many other habitats, given the potential difficulty of providing appropriate geology and soil conditions to recreate Magnesian limestone grassland. Furthermore, the immediate proximity of some of the highest quality grassland to the proposed built development (with the proposed loss of some of it) and consequent inevitable increase in recreational pressure are concerns that will need to be carefully addressed and managed throughout the implementation of the scheme via a Biodiversity Enhancement Management Plan.
- 4.91 The BNG report acknowledges that “Any requirement for off-site mitigation would need to be agreed with local landowners and stakeholders and assured through an appropriate legal agreement. There are several options to explore viability for off-site mitigation including through purchase of additional land (under Homes England management), financial contributions to stakeholder groups to facilitate enhancement of off-site areas and habitat bank providers such as the Environment Bank”.
- 4.92 The options for meeting the balance between currently proposed onsite compensation and 10% net biodiversity gain remain undefined and the questions of how much, by whom, where and when the deficit could be provided have not yet been satisfactorily answered. It seems likely that an ecologically appropriate solution will need to be achieved primarily through onsite provision but supplemented, as necessary, with offsite compensation to make up any remaining deficit. This is to be controlled through the imposition of conditions and through the S106 process. The off-site land will need

to be identified and included as part of the s106 at this stage to ensure that the applicant / developer has a willing landowner, who can deliver what is required.

- 4.93 It is the Council's Ecologist view that given the applicants have now committed to achieve a 10% net gain , it would be acceptable for the further work which will be required to be undertaken at the detailed design stage, when the landscape details will be finalised at the reserved matters stage but this will need to be in accordance with the provision of a site wide Biodiversity Enhancement and Management Scheme (BEMP) which will therefore need to be agreed at the time the reserved matters for the first phase of any phased development is determined.
- 4.94 The developer will therefore need to set out a strategy for the timing of and responsibility for the implementation of onsite BNG across the various phases, to ensure that the final agreed total of biodiversity units will be delivered proportionately by each of the different house-builders both on the barracks sites and the Laver Banks training area, in a timely manner. Biodiversity Enhancement Management Plans would be likely to be required separately for each phase and for the Laver Banks training area. This type of mechanism is proposed in section 6 of the Biodiversity Net Gain Assessment but this will need to be secured by an appropriate delivery mechanism. Conditions and/or a section 106 agreement will be required in association with the outline application in order to secure the commitment to a 10% net gain in biodiversity with confidence that it will be delivered in a timely manner, and managed in accordance with a Biodiversity Enhancement Management Scheme.
- 4.95 However, the Council needs to recognise that the detail of the site layout and landscaping schemes is likely to vary over the years, as each phase comes forward. So that a condition will be required that updated biodiversity metric calculations and an updated BEMP must be submitted for each phase at the reserved matters stage for that phase and that any amendments demonstrate their contribution to achieving a minimum of 10% BNG overall.

#### **4.96 Geology, Hydrogeology and Contaminated Land**

- 4.97 Policy NE9 (Unstable and Contaminated Land) seeks to ensure that where development is proposed on potentially unstable land the developer will need to demonstrate that appropriate measures can be put in place to ensure that the development can be safely undertaken and that there are no significant risks of instability over the lifetime of the development.
- 4.98 It is acknowledged that part of the site (an element contained primarily within Deverell Barracks) falls within an area of known Gypsum dissolution. This area will require the submission of a Ground Stability Assessment Report and the provision of a ground stability declaration form and mitigating measures, provided by a Registered Ground Engineering Advisor, as defined by the UK Register of Ground Engineering Professionals (RoGEP), or with equivalent qualifications and with specific demonstrable experience and expertise in dealing with Gypsum dissolution in the Ripon Area.
- 4.99 The applicants have completed a campaign of intrusive ground investigation and geophysical surveys has been carried out and the application is supported with a Ground Investigation Report prepared by AECOM Limited and accompanying Declaration Form as required by Policy NE9.



- 4.100 The majority of the boreholes have shown that the Edlington Formation is not present in areas where it was formerly thought to be. Only one borehole (D-RC06) penetrated the relict remains of the formation and all the gypsum there was dissolved away.
- 4.101 The site has been thoroughly investigated and the risk of subsidence due to gypsum dissolution mitigated by the fact it is proved not to be present there. Whilst geophysical surveys highlight anomalies of an uncertain nature, advice has been given that if during development any soft ground, (for instance suspected of being infill of legacy subsidence features), is encountered on the site then further investigation will be undertaken and that standard engineering protocols and mitigation should be sufficient to alleviate risk from land instability.
- 4.102 Proposals for the redevelopment, or re-use of land known or suspected to be contaminated, and development or activities that pose a significant new risk of land contamination will be considered having regard to the findings of a preliminary land contamination risk assessment. The Council's Environmental Health team have confirmed that subject to the imposition of ground contamination conditions there would be no objection to the development.

#### **4.103 Water Environment**

- 4.104 Included within the ES is an assessment of the likely effects on water resources. The assessment is predominantly qualitative and is based on a source-pathway-receptor approach, so that for an impact to occur there should be a source (a release of pollutants), a receptor being potentially affected (a water course), and a pathway that links both.
- 4.105 Chapter 11 (Water Environment) of the ES stated that it is proposed that a WFD Mitigation and Enhancement Strategy is undertaken at Reserved Matters stage subject to a Planning Condition. The Environment Agency have confirmed that they would have no objection subject to the imposition of a condition. Should Members be minded to approve the application a condition can be imposed.

#### **4.106 Flood Risk**

- 4.107 Policy CC1: Flood Risk and Sustainable Drainage seeks to ensure that development proposals will not be permitted where they would have an adverse effect on watercourse, or increase the risk of flooding elsewhere.
- 4.108 Development will only be permitted where it has an acceptably low risk of being affected by flooding. All proposals will be expected to include flood mitigation measures to be identified through a site specific Flood Risk Assessment including consideration of the creation of additional sustainable flood storage areas. The application is supported with a Flood Risk Assessment and Drainage Strategy.
- 4.109 The proposed site location is situated within Flood Zone 1, a low risk of flooding from rivers, reservoirs and sea. There are areas within the proposed redline boundary that lie within Flood Zone 2 and 3, however these areas are free from development and should remain as such. In this respect, these areas are located on the Laver Banks element of the site, where the country park is to be located and sports pitch provision. A small element of the pitches are within this zone. Sports pitches are deemed to be water compatible uses.



- 4.110 North Yorkshire County Council in its capacity as Local Lead Flood Authority (LLFA) does not hold any records of flooding within the proposed site boundary. This does not mean to say that flooding has never happened, or will not happen in the future as incidents can often go unreported to the authority.
- 4.111 The Authority is aware of significant flooding and drainage issues downstream of the site, with reports of internal property flooding. It must be demonstrated with a drainage impact assessment that flood risk is not increased either on, or off site as result of the development.
- 4.112 The LLFA have requested further drainage information. A revised FRA has been received that has been the subject of re consultation with the LLFA. The LLFA have confirmed that the drainage proposals demonstrate a reasonable approach to the management of surface water at the site. On this basis the LLFA have confirmed that they have no objection to the development subject to the imposition of conditions.
- 4.113 Yorkshire Water have confirmed that they have no objection to the proposed development but seek the imposition of drainage conditions.

#### **4.114 Noise and Vibration**

- 4.115 Chapter 12 of the ES deals with noise and vibration both through the demolition and construction phase and operational phase of the development. Measures that are typically applicable to construction sites will be included within a construction management plan. The Council's Environmental team have confirmed that this issue can be dealt with through the imposition of conditions to ensure that no significant impact occurs.
- 4.116 Operational and completed phases will relate typically to traffic noise , increased traffic flows , building servicing /plant noise, playground, entertainment noise and recreation activity. Good acoustic design can be incorporated into the scheme to create buffers, landscaping, use of acoustic glazing etc. The scheme is at outline stage, however a range of conditions are proposed which will help provide mitigation to ensure no significant impact occurs.

#### **4.117 Air Quality**

- 4.118 Policy NE1 of the Local Plan deals with Air Quality. Applicants must submit an Air Quality Assessment and/or a dust assessment report and identify mitigation measures to ensure no significant adverse effects where development may impact on the Air Quality Management Areas at Low and High Skellgate; create emissions of dust during demolition, earth moving and construction; impact on the air quality of a Special Area of Conservation (SAC), Special Protection Area (SPA), or Site of Special Scientific Interest (SSSI), or on a non-statutory site, where there is a relevant sensitivity; or create significant amounts of traffic, as determined through a transport assessment and/or air quality modelling specific to the proposal.
- 4.119 Due to the close relationship between traffic flows and emissions of air quality pollutants, measures proposed in relation to traffic impacts (examples include wide green routes) will help avoid air quality impact. Additional measures contained within the Framework Residential and Workplace Travel Plan will aid reduction in pollution. Additionally, measures set out in the Harrogate Borough Council AQPA will contribute

to the reduction of effects on the local air quality. Such measures have been deemed essential as the assessment of effects predicted potential significant effects at locations within the Ripon AQMA in 2025, while the effects have been considered to be not significant in 2030 and 2035 in all locations.

- 4.120 Re-modelling of traffic junctions at Skellgate are proposed as part of the development proposals to aid traffic movement. These are now considered acceptable to the LHA. The Chief Environmental Health Officer considers that a Construction and Environmental Management Plan should outline in more detail the mitigation measures proposed during the construction phase of the development. This can be controlled by condition. The Transport Assessment and the Travel Plan discuss a variety of highway measures that are likely to mitigate air quality impacts in the operational phase.
- 4.121 As part of the EIA air quality chapters submitted in support of the application, an assessment of the impact of the proposed development on the Site of Special Scientific Interest (SSSI) has been carried out. Following discussions with HBC's Ecologist and Homes England regarding the impacts and current condition of the site identified in the report, further information has been provided about the potential impact on the SSSI. Based upon the information submitted in support of the proposal, the chief Environmental Health officer has confirmed that Policy NE1 can be met.

#### **4.122 Traffic and Transport**

- 4.123 Local Plan Policy T11 (Sustainable Transport) seeks to promote a sustainable and improved transport system through inter alia, reducing traffic congestion in Ripon, promote improvements to public transport, creation of walking and cycling routes, provide electric vehicle charging points and measures to reduce air pollution. This is achieved in part by ensuring development proposals seek to minimise the need to travel and achieve more sustainable travel behaviour by requiring all developments, which will generate significant amounts of traffic to be supported by a Transport Assessment, or Statement and a Travel Plan. This is supported by Policy T13, which again reiterates the need to support sustainable choices and reduce reliance upon the private car through inter alia, the need to provide safe and secure parking for all means of transport and encouragement of low emission vehicles.
- 4.124 Following the initial submission of the application, it was necessary to address issues expressed by the Local Highway Authority (LHA). The solutions address concerns identified in the initial submission by the LHA and the Ripon community following ongoing discussions between the LHA and the MoD's consultants Homes England (HE) and AECOM. Where there is conflict between submitted documents the LHA has relied on the information provided in the Transport Assessment (TA) and Travel Plan (TP).
- 4.125 The proposals now contained in the TA and TP are a positive improvement in transport terms from the initial submission.
- 4.126 The LHA's assessment of the application has been based on the submitted documents and not documents supporting the Local Plan Allocations, or the Ripon Neighbourhood Plan. This information being more up to date.
- 4.127 The site is an existing military base located on the western limits of Ripon. The main links to the wider highway network are located to the east of Ripon and provided by

the A61, with the A1 (M) and A168 providing wider connections to the east. The B6265 provides links to Nidderdale in the west and Boroughbridge in the east respectively. The A6108 links to the mineral extraction areas to the north-west of Ripon in addition to Masham and Wensleydale; it also provides access to Lightwater Valley Theme Park. The historic core of Ripon with narrow street patterns lies between the site and the wider highway network to the east.

- 4.128 The development is to be built out in phases, with completion expected in 2035. The impact of the traffic generated by the proposed development on Ripon's highway network is therefore being assessed using a forecast year of 2035.

#### Assessing the Impact of Development

- 4.129 In assessing any planning application, the LHA is guided by the National Planning Policy Framework (NPPF 2021). The NPPF also guides the applicant and their consultants in how they should assess the impact of the proposals on the existing highway network and transport systems. The submitted Transport Assessment contains the applicant's analysis of the highways network in Ripon and the impact of the proposed development. The document has been checked by the LHA and Consultants WSP.
- 4.130 The existing flows at key junctions on the highway network were counted in June 2019. The counts were undertaken mid-week in school term time to give representative 'neutral month' flows; the counts were pre-Covid and thus represent a worst case scenario.
- 4.131 There has also been no reduction for any modal shift that may occur from the applicant's sustainable travel proposals. It is considered the base year flows used provide a robust worst-case scenario.
- 4.132 The counts enabled the AM and PM network peak hours to be established; these are 08:00 to 09:00 and 17:00 to 18:00.
- 4.133 The flows include traffic generated by current military use of the Barracks site. In undertaking the analyses of the highway network no reductions have been made to take account of these existing flows from the site, nor the traffic that could be generated by the site if it was used to its maximum military capacity.
- 4.134 Growth figures from 'TEMPRO' (the accepted national standard for traffic growth) have been applied to the traffic count figures to provide the anticipated traffic flows in Ripon in 2035. The traffic generated by 'committed developments' in Ripon was added to the 2035 flows to give the 2035 forecast base situation against which the impact of the development generated traffic should be assessed.
- 4.135 The traffic generated by the proposed development has been determined using various sources, including national databases, similar sites, and existing flows in the agreed AM and PM network peak hours. The volume of traffic that is expected to be generated by the application site has been agreed by both the LHA and National Highways, who are responsible for the strategic road network (locally the A1 (M) and A168). It has been agreed that the trips generated by the school, community facilities and sports pitches will not be considered, as these trips are mainly local and will only generate

minimal trips outside the overall application site in the AM and PM network peak hours; this is accepted practice.

- 4.136 These accepted generated traffic flows in the AM and PM network peak hours have been distributed on the existing highway network using information from the 2011 Census, which was the most recent data available to the consultants.
- 4.137 The capacities of key junctions were determined using nationally accepted computer analyses including 'Lansing' and 'Junctions 9' software which compare the proposed flow through a junction against its theoretical capacity. The capacity of a given junction is influenced by its geometry and layout.
- 4.138 The analyses were used to identify the capacity of the existing layouts of key junctions in Ripon in the 2035 forecast base situation. This has shown the existing junction layouts would be overcapacity in the 2035 base situation and would cause queues and delays. Without intervention, the performance of these junctions would further deteriorate over time, even without the introduction of the development traffic generated by the site.
- 4.139 The same junctions were then assessed with the addition of the site-generated traffic.
- 4.140 Where junctions were shown to be over capacity the applicants proposed mitigation. This included amendments to the junction within the constraints of the existing highway boundaries and replacing any existing traffic signal equipment with state-of-the-art traffic signals controllers, including the MOVA control which is able to maximise the available capacity of the junction.
- 4.141 The capacity of the junctions with mitigation in 2035 was assessed. This showed that the majority of junctions performed better in 2035 with the addition of the mitigation and site-generated traffic than they would do in forecast base situation (i.e. existing junction layouts and non-Barracks forecast growth).
- 4.142 Exceptions were observed for Skellgate in the PM peak, where a minor increase in queue length was recorded (2 vehicles) at points during the peak hour. The magnitude of this change was however considered acceptable by the LHA when the wider benefits to the network were considered.
- 4.143 Because of the complex and interlinked nature of the central junctions, the central highway network has also been assessed using a VISSIM micro-simulation analysis. Use of micro-simulation analysis provides a visual representation of how individual vehicles move through the network, including how they interact with both other vehicles and highway infrastructure. This enables interaction between junctions to be shown in a detailed manner, including the effects of any queuing.
- 4.144 In addition to the junction capacity analyses that have been undertaken, the applicants have considered the theoretical capacity of links on key routes against the existing and proposed flows on these routes. This information is found at table 22 on page 90 of the January 2022 Transport Assessment.
- 4.145 An assessment of personal injury accidents has also been undertaken for the key routes in Ripon between January 2014 and August 2021. This has shown there are no patterns of accidents that need to be addressed.

### Key junctions

4.146 Several key junctions were identified in the HBC Local Plan as requiring mitigation to support the allocation of development land in Ripon. As the dominant development in Ripon, the Barracks site is required to deliver the identified mitigation at these key junctions. The timing of the delivery of all of the mitigation will be based on need.

4.147 The key junctions and the proposed changes to them are:

- i. Alterations to the Skellgate traffic signal-controlled junction. The key change is banning the right turn movement for eastbound traffic (to Boroughbridge) on the B6265 Somerset Row from turning into Low Skellgate. This change will be delivered in combination with a revised traffic signal arrangement and the introduction of a new adaptive control strategy. The changes above will support the provision of additional capacity that is required to accommodate the traffic generated by the site. The mitigation is to be delivered prior to the commencement of all but demolition works on site in order to assist with construction traffic.
- ii. Alterations to the Coltsgate Hill traffic signal-controlled junction. The key change here will be widening the stop line on Coltsgate Hill to provide queuing lanes for both left and right turning traffic. The southern footway will be narrowed slightly to provide the required additional road space; the footway will continue to be wider than the recommended 2.0 metre width and thus the provision for pedestrians will not be compromised. The swept paths of all vehicles have been checked using the amended junction. Again, the combination of the proposed junction geometry change, introduction of a new adaptive control strategy and a revised traffic signal arrangement will provide the needed capacity. The mitigation is to be delivered prior to the first occupation.
- iii. Alterations to Clock Tower traffic signal-controlled junction. The northbound approach will have a dedicated left turn lane (A6108 to North Stainley etc.) and a lane that caters for the straight ahead traffic and the few vehicles that turn right. The introduction of a new adaptive control strategy and a revised traffic signal arrangement in combination with this proposed junction geometry change will provide the needed capacity. The mitigation is to be delivered prior to the first occupation.
- iv. Introduction of traffic signal control to the Westgate / Park Street / Blossomgate. Converting the junction from operating under give-way behaviour means that Westgate traffic does not need to wait for 'gaps' to pull out as it will receive a dedicated signal phase. Pedestrian phases in the signals will replace the 'zebra' crossing. The mitigation is to be delivered prior to the first occupation.

### Other off-site highway works

4.148 The analysis of Ripon's highway network identified other mitigation that was required. This is highlighted below:

- i. Refurbishment of the existing High Skellgate / Market Place / Westgate traffic signal-controlled junction.

This will introduce the same new adaptive control systems as the Skellgate and Westgate signals to ensure that all these traffic signal installations can work together to optimise operation and traffic flow and thus minimise queuing. The mitigation is to be delivered prior to the first occupation.

ii. Delivery of Westgate footway widening, loading bay and High Skellgate junction amendments.

These will provide a 2.0 metre wide footway on the southern side to improve pedestrian accessibility to the Market Place to current standards. The loading bay will accommodate deliveries to the businesses and patients collecting prescriptions from the pharmacy. The High Skellgate junction works will increase footway widths whilst still retaining sufficient road space for all vehicles to manoeuvre. The mitigation is to be delivered prior to the first occupation.

iii. Delivery of measures to improve the visibility to the east at the King Street / Dallamires Lane junction.

There is the potential that the right turn ban at Skellgate will result in some traffic diverting to this route. The improvements to carriageway markings (white lining) will ensure the visibility available to the left for vehicles pulling out of the junction is improved; visibility to the right is already more than adequate. The mitigation is to be delivered before the Skellgate mitigation detailed in paragraph i becomes operational.

iv. Creation of new roundabout at the junction of Kirkby Road and Chatham Road.

The roundabout will be the primary access from Kirkby Road into the site. It will provide a key gateway for vehicles entering Ripon on Kirkby Road and will reinforce the boundary between rural and urban road layouts. The roundabout will be designed to the appropriate design standards contained within the Design Manual for Roads and Bridges. The existing boundary between the urban 30 mph speed limit and the rural 60 mph speed limit will be moved to a location further north-west of the roundabout. The mitigation is to be delivered within 6 months of MoD vacation of Claro site with completion prior to the first occupation of any dwelling accessed from the north of Chatham Road.

v. A simple T junction onto Kirkby Road.

This will provide the initial access to the site but will not link through to the rest of the site until the built road layout will create a through route. Kirkby Road will be altered to reduce the speed of traffic approaching the new junction before it is opened to traffic. The junction is to be delivered prior to first occupation from Kirkby Road. Further amendments to Kirkby Road will be made once the roundabout is constructed in order to deliver Kirkby Road in its final arrangement; these will be available before the roundabout becomes fully operational.

vi. Park Street signalised pedestrian crossing.

Travelling into Ripon on Park Street, the footway is on the north side of the carriageway but this becomes narrow opposite the Spa Swimming Baths. A



traffic signal controlled crossing is to be provided to allow pedestrians to cross to a suitable footway that will be provided on the south side. This will involve creating a new footway across the front of the baths (HBC are aware of this requirement) on land which is already designated as highway. This new footway will link to the improved footway on Westgate, therefore providing a continuous walking route to the Market Place. The mitigation is to be delivered prior to the occupation of the 50th dwelling accessed from Clotherholme Road.

- vii. A comprehensive scheme for signing of traffic to and from the site from the A61 and central areas.

This will help to inform both new and existing travellers of the most appropriate routes to use on their travels round Ripon.

#### On Site Roads, Street and Provisions for Pedestrians and Cyclists

- 4.149 The principles for the layout of the site and thus the roads, footways and cycletracks are contained in the Design Guide. Parts of the Design Guide are mandatory, including parts relating to roads and streets.
- 4.150 The Design Guide is supported by an Illustrative Masterplan, which shows how parts of the site could relate to one another; it is not the definitive layout for reserved matters applications for the detailed layout of the site. In bringing forward reserved matters applications within the site, the developer will need to ensure the LHA's requirements are met, even if not explicitly shown on the Masterplan in order to deliver the movement hierarchy embedded across the site.
- 4.151 All details relating to future reserved matters applications will need to be agreed with LHA. Where there is a conflict, it is expected that LHA requirements shall take precedence.
- 4.152 Key points relating to the on-site layout established in the Design Guide are:

#### General Matters

- i. Access to the site from will be from Clotherholme Road and Kirkby Road. In total there will be a primary access (the roundabout) and a secondary T junction to Kirkby Road together with a primary access and two secondary accesses to Clotherholme Road. The Clotherholme Road accesses all lie within the application site. Eventually these accesses will all link into the overall road network on site. Emergency access to all parts of the site will be provided by these multiple access points and their interconnectivity.
- ii. There will be a 20 mph design speed to constrain vehicle speeds within the site. Features in the road layout will oblige drivers to constrain their speed to 20mph or less. These vehicle speeds will create an environment that will encourage walking and cycling. The formal speed limit will be 30 mph.
- iii. The proposed road layout builds on the existing military road network with Chatham Road as a key route. Different characters of roads will be provided across the site to provide an overall legible network which minimises conflict between pedestrians, cyclists and vehicles.

- iv. All reserved matters applications will need to include measures to ensure phased development of the site that takes account of the requirements for future phases, so that wider links for walking cycling and vehicles are protected. Each phase will have to take account of the needs of future phases in the layout.
- v. Any crossroads which are implied on the Illustrative Masterplan will in fact be staggered junctions with the required stagger distance.

#### Accessibility

- vi. There will be emphasis on walking and cycling routes throughout the site both as part of the adopted highway network and as part of a wider “green” network of footpaths and cycle tracks which together will form continuous routes for walking and cycling. All provisions for pedestrians and cyclists will be segregated. This emphasis will encourage walking and cycling as the preferred means of travel within the site.
- vii. The surfacing and materials used will be appropriate to each routes character and level of use. Where routes are to be part of the adopted highway network the materials will need to be to the LHA’s standards.
- viii. The layout will ensure “access for all” with crossing points utilising dropped kerbs and tactile paving to ensure suitable provision for visually impaired pedestrians, wheelchair users, pushchairs etc.
- ix. There will be greater priority for pedestrians near the community hub with access via all modes to shops and amenities.

#### The School

- x. The School access requirements have been established following detailed discussions with education colleagues. These include ‘safe routes to school’ principles, where a safe walking route will connect the school entrance with dwellings in all parts of the site.
- xi. Vehicle access to the school will be from a through road with two separate access points, one for staff and visitors and one for service vehicles and deliveries. There will be no operational access to school from the south.
- xii. The Pupil access point will not be close to the vehicular access points. The footways will be widened near the pupil access point with an adjacent play area to provide waiting facilities for waiting adults and children.
- xiii. A bus layby will be provided outside the school boundary as part of the adopted highway network. Overall, careful road design will be needed in the vicinity of the school to ensure the safety of all road users, accommodate any ‘drop-off’ and ‘pick up’ vehicles and to encourage walking and cycling as an appropriate mode of travel to and from school. It is hoped that the proximity of the community hub may encourage multi-purpose journeys, with any cars being

parked at the community hub and the final section of the journey being undertaken on foot.

#### Bus Provisions

- xiv. There will be a bus route through the site from Clotherholme Road to Kirkby Road to allow a circular bus route to be established. The necessary bus infrastructure to support the route will be provided, which will include shelter, lighting and real time timetabling information.
- xv. All dwellings will be within 400 metres walking distance of a bus stop.
- xvi. Simplified bus routes will be provided in the initial phases of the development until it is possible to deliver the service on the final agreed route. Prior to any service running through the site the phasing of development will enable residents to use a service to be provided along Lark Lane which is being procured by NYCC in conjunction with other developments for which Section 106 funding has been secured.
- xvii. Financial provisions will be made to support the bus service in initial years to allow it the chance to become financially viable.
- xviii. The proposed bus service will also benefit existing residents in west of Ripon.

#### Galphay Lane

- xix. There will be no vehicular access through Laver Banks to Galphay Lane. The existing military access to Galphay Lane will be reduced in size and downgraded to only provide for maintenance and emergency access.
- xx. There will be no parking or general access associated with the Galphay Lane sports pitches from Galphay Lane. The fence line and tree belt along Galphay Lane will be reinforced to deter indiscriminate parking on the Galphay Lane verges. Parking for the Galphay Lane pitches is to be provided from Clotherholme Road.
- xxi. The route through Laver Banks from Clotherholme Road will consist of separate footpaths and cycletracks which will not be part of the adopted highway network. They will link to the pitches. The footpath will provide a link to the adjacent existing Public Right of Way along the southern bank of the River Laver.

#### Parking

- xxii. Parking within the site will be provided to the appropriate LHA standards including provision for charging electric vehicles, vehicle parking and cycle parking.
- xxiii. Secure cycle parking at the community hub to be provided.

- xxiv. The reserved matters applications will require provisions to ensure suitable provision of parking, manoeuvring and access are available at all shared use locations e.g. community centre, sports facilities, employment land.

#### Framework Travel Plan

- 4.153 A Framework Travel Plan (FTP) will inform future occupiers of all land uses on the development of provisions that will be made to support sustainable travel within the site and for the wider area of Ripon. Future reserved matters applications will be expected to build on the principles established in the FTP and submit Travel Plans (TPs) tailored to the reserved matters proposals. The FTP should be read in conjunction with the submitted Transport Assessment. A steering group is to be set up to co-ordinate the delivery of the individual TPs on the site and ensure their compliance with the FTP and delivery of its targets.
- 4.154 The FTP includes commitments to ensure that the existing residents of the area surrounding the site, referred to as Ripon West, will get the same promotional materials issued to new residents through the Travel Planning process. They will not receive any individual financial incentives e.g. bus travel vouchers.
- 4.155 The key aim of the FTP is to reduce car-borne journeys, particularly in peak hours, by ensuring new and existing residents, employees and visitors to the site all have the necessary information to make informed choices about travel options.
- 4.156 The reduction in car-borne journeys will be underpinned by the “Active Travel” proposals, which are described below, and an emphasis on using walking, cycling and passenger travel as a viable alternative to journeys by car.
- 4.157 In preparing the FTP it is acknowledged that whilst Active Travel can be a key tool in reducing trips by car in and around Ripon there are limited opportunities for travel outside Ripon. There is no train service and limited bus services save for the 36 bus to Harrogate and Leeds, which is an exemplar service.
- 4.158 The FTP measures will have positive benefits which include:
- i. Reduced pressure on highway capacity at peak hours
  - ii. Improved health and wellbeing
  - iii. Cuts in carbon emissions and thus positive contributions to climate change
  - iv. Improvements to Air Quality and reductions in noise pollution.
- 4.159 Delivering the objectives and targets of the FTP will be monitored by the steering group to ensure targets and proposed trip rates generated by the site are not exceeded.

#### Active Travel Mitigation

- 4.160 To encourage the uptake of walking and cycling (active travel) from the site to locations within Ripon, including the Market Place, an Active Travel Area is proposed. This links with delivering the submitted FTP objectives to discourage single occupancy car journeys, encourage walking and cycling, and to ensure the traffic generated by the development will not exceed the agreed levels.

- 4.161 National planning policy supports sustainable travel using walking, cycling and public transport. There are currently barriers to sustainable travel in the western side of Ripon e.g. Westgate footway provision.
- 4.162 The existing road pattern and the land available within the existing highway boundaries mean there is no extra land to provide new walking and cycling facilities between the site and the Market Place. As a result, innovative solutions have been proposed to make walking and on road cycling more attractive throughout the west of Ripon by restraining the speed of vehicles. Measures to limit the speed of vehicles to 20mph are being proposed on Clotherholme Road, Kirkby Road, College Road, and Trinity Lane and through Bishopton.
- 4.163 The delivery of the “Active Travel” proposals will be delivered on three key corridors: Kirkby Road, Clotherholme Road and Bishopton. The details of the proposed improvements for each corridor are detailed below.
- 4.164 Kirkby Road Corridor proposals are:

Continuous Footway Link: - From the application site along Kirkby Road accesses into town by removing the missing links on the route.

Relocating the extent of 30mph Zone: - To beyond the new Chatham Road roundabout.

Kirkby Road from Chatham Road roundabout to College Road: - Measures to reduce vehicle speeds to assist cyclists and improve facilities for pedestrians.

Kirkby Road from College Road to Trinity Lane: - Kirkby Road to become one-way outbound (north westerly direction) along this stretch to provide additional footway space (minimum 2.0m) and an “against flow cycleway” from College Road to the allotments and rear entrance to the Grammar School.

Kirkby Road from Trinity Lane to Marshall Way: - Again, one-way outbound (north westerly direction). Improved pedestrian features at the Trinity Lane junction.

College Road: - One-way inbound (south easterly direction) from Kirkby Lane to Marshall Way. Accommodating on-street parking, slowing traffic speeds and including widened footway provision near Trinity Lane.

Trinity Lane: - One-way southbound, slowing traffic speeds and improved pedestrian facilities.

#### Clotherholme Road Corridor

Chatham Road to Studley Road: - Provision of table and throttles to reduce and restrain vehicle speeds. Enhances crossing and visibility features at the Grammar School and Outwood Academy.

#### Bishopton Area

The proposed facilities through Bishopton are designed to reduce vehicle speeds and to deter rat-running.

Ash Bank Road: - Vertical features and throttles to reduce and restrain vehicle speeds.

Bishopton Lane: - Vertical features and throttles to reduce and restrain vehicle speeds.

Bishopton: - Priority system with widened footway round western bend; enhanced waiting restrictions to stop pupils being dropped off at the Outwood Academy rear entrance; narrowed 'bellmouth' at the junction with Studley Road to deter traffic from entering and improve pedestrian facilities across the junction.

- 4.165 To make motorists aware they are entering a special area where walking and cycling is encouraged, 'Gateway' type signing will be provided for inbound traffic on Kirkby Road near the roundabout, outbound traffic on Kirkby Road as it leaves Marshall Way, and Clotherholme Road and Bishopton at their junctions with Studley Road.
- 4.166 A barrier to cycling is the absence of a desirable route from Park Street / Blossomgate to the Market Place. There is no appropriate route the developers can deliver without requiring third party land. The developers are consequently proposing to provide cycle parking to the west of the Market Place so cyclists can complete the bulk of journey by bike and then complete their journey on foot. No final location has been confirmed but several locations have been identified, including provisions on land controlled by HBC, so there is certainty a facility can be delivered.
- 4.167 The developers have also agreed to make off-street parking linked to the sports facilities available for Sixth Form pupil parking to address some of the existing issues linked to pupils parking on-street in the Clotherholme Road area.

#### Other matters

- 4.168 All the proposals for mitigation are in principle at this stage. They will be subject to detailed design, Safety Auditing etc. before works commence on site, so some amendments will occur. Works in the existing highway will be controlled by the LHA outside the planning process with a formal Agreement under Section 278 of the Highways Act 1980.
- 4.169 There will need to be a number of Traffic Regulation Orders (TROs) created, amended and revoked to deliver the proposed mitigation. The necessary consultations for these TROs will be in accordance with the relevant legislation outside the planning process.
- 4.170 There is a section of Clotherholme Road, which is unadopted by the Local Highways Authority and according to land registry searches is unregistered. It is also outside the DIO's redline application site boundary. This road will need to be brought up to an adoptable standard as part of the access proposals and be adopted by the LHA prior to the commencement of development and it will be necessary to include a requirement within the s106 to secure this.
- 4.171 The impact of construction works and particularly construction traffic is always a concern to local residents. Construction Management Plans will be required for all phases of the development. These will be wide reaching but will include amongst the other items construction traffic routing and hours for deliveries, site parking and controlling mud and dust.
- 4.172 In working through the proposals to deliver the scheme as contained in the January 2022 submission, a number of solutions have been considered and rejected. These include:

Coltsgate Hill mini roundabout: -

- 4.173 Rejected as it could not provide the necessary pedestrian facilities on this key pedestrian route.

Galphay Lane Link: -

- 4.174 The provision of an adoptable standard road with footways and lighting through the Laver Banks site with the consequent urbanisation of Galphay Lane would require third party land to widen Galphay Lane and would be detrimental to sensitive ecosystems in both Laver Banks and the wider area.
- 4.175 The intensification of use of the junction of Galphay Lane and B6265 where vehicle speeds would be prejudicial to highway safety.
- 4.176 The creation of such a link would still put traffic through the key Skellgate traffic signal-controlled junction and thus not improve the capacity of the junction.
- 4.177 The urbanisation of the link would place pressure on the extension of Ripon into open countryside beyond the existing settlement boundary.
- 4.178 Fountains Abbey is a UNESCO World Heritage site and a buffer zone extends between Fountains Abbey and Ripon Cathedral. To create a road through this area would not be appropriate.

Amendments to Clothholme Road Mini roundabout: -

- 4.179 Consideration was given to returning the junction to a simple T junction. However, the proposed volume of traffic required would result in Clothholme Road / Park Street providing the main through route. It was not possible to provide the necessary visibility for vehicles turning into Clothholme Road / Park Street from Studley Road nor was it possible to accommodate vehicle swept paths within a T junction format. It was consequently agreed the existing road layout would be retained.

#### Highway conclusions

- 4.180 The historic core of Ripon has provided challenges in accommodating the highways and transportation impact of the proposed development within existing highway boundaries. However, what is now being proposed offers the opportunity of positive benefits to the highway network particularly in the area to the west of Ripon Market Place.
- 4.181 The proposed highways and transportation mitigation meets all the tests contained in NPPF at paragraph 57 which are:
- a) Necessary to make the development acceptable in planning terms;
  - b) Directly related to the development; and
  - c) Fairly and reasonably related in scale and kind to the development.
- 4.182 The Local Highway Authority considers there is no defensible reason to refuse the application on highway or transportation grounds. Consequently, on this basis the Local Highway Authority considers matters can be addressed through inclusion in a



Section 106 Agreement or by the imposition of conditions on any planning permission the Planning Authority is minded to grant. Agreement has been reached that off-site improvements will be undertaken prior to the occupation of the development.

#### **4.183 Public Right of Way**

4.184 The developer guidelines highlight the need to protect and enhance the recreational and amenity value of the public bridleway that follows Green Lane, to the west and north-west of the site. Policy HP5: Public Rights of Way builds on this advice seeking to ensure that routes and the recreational and amenity value of rights of way will be protected, or satisfactory diverted routes that deliver a level of recreational and amenity value at least as good as the routes being replaced are provided. In all cases, opportunities for enhancement through the addition of new links to the existing network and the provision of improved facilities have been fully explored.

4.185 The Master Plan avoids the bridleway, which is located beyond the development boundary, however an extensive network of additional pedestrian links are provided within the site, which would link ultimately with the green lane.

#### **4.186 Socio-Economic**

4.187 The ES assessment considers the social impacts (housing provision, access to education, healthcare, play space and open space) and economic impacts (employment and local spending) of the proposed development. The proposed development was assessed against the existing socio-economic conditions at the Site and the surrounding area and, where relevant, within the Harrogate Borough, regional and national context.

4.188 During Construction and demolition works, socio-economic effects are mostly beneficial and include the creation of employment at local and regional level for the construction workforce and additional local spending as a result of construction staff visiting the locality.

4.189 Once complete and occupied, the Proposed Development will have a permanent beneficial significant effect on employment in the Borough of Harrogate. The proposed development will create 678 jobs through the provision of dedicated employment space, a community centre, a primary school, extra care units and the sports changing facilities of which 474 are expected to be occupied by residents of the borough.

4.190 The applicants estimate that there will be 144 Secondary aged pupils as a result of the proposed development. Using the 95% occupancy rate method, the estimated demand arising from the proposed development (144 pupils) will eliminate the current surplus of local school places (6), creating a deficit of 138 places. However, this will be mitigated through a contribution to NYCC resulting in no significant effects.

4.191 The HBC Economic Development Unit (EDU) acknowledge that the development provides an opportunity to deliver significant new, quality employment floorspace as part of the mixed-use development. It will support the retention, growth and establishment of businesses in the Ripon area and provide local employment opportunities, thereby supporting the ambitions of the Harrogate District Economic Growth Strategy (2017-35). It is agreed that at least 2ha should be allocated for employment use. Whilst this is now officially 'E' class, which allows more flexibility, we

are keen to ensure that this is retained in traditional B class use – this is supported by the current proposal which includes small offices and workshops (including business incubator units), collaborative workspaces and an Innovation Hub.

- 4.192 The Ripon Neighbourhood Plan also recognises the importance of employment and business premises for the successful regeneration of the Barracks site. The Plan emphasises the need to protect existing employment areas in Ripon and the importance of providing opportunities that broaden the sectors in which Ripon residents find work.
- 4.193 Whilst the importance of this employment provision cannot be overstated, the Economic Development Unit acknowledge the restrictions of this site and agree that the identification of a unique selling point for the employment area would support its success in the local market. From an Economic Growth perspective, the EDU fully support the outline vision of creating a digitally well connected ‘smart’ employment hub.

#### **4.194 Sport and Open Space Provision**

- 4.195 LP Policy HP6 seeks to protect existing sport, open space and recreation facilities. Proposals for development that would involve the loss of existing outdoor public and private sport, open space and recreational facilities will be supported where inter alia
- i. The applicant can demonstrate that there is a surplus of similar facilities in the area and that the loss would not adversely affect the existing and potential recreational needs of the local population, making allowance for the likely demand generated by allocations in this plan;
  - ii. Sates that: In the case of playing fields The sport and recreation facilities on a site would best be retained and enhanced through the development of a small part of the site, and the benefits of development to sport and recreation clearly outweigh the loss of the land; or The proposal involves the development of an alternative indoor or outdoor sports facility on the site, and the benefits of development to sport and recreation clearly outweigh the loss of the playing fields. Criteria v would allow loss if the applicant can demonstrate that the loss would not cause significant harm to the amenity and local distinctiveness of the local area. RNP policy F3 provides similar guidance.
- 4.196 In terms of new sport, open space and recreational development LP Policy HP7 requires new housing and mixed use developments to provide new sports, open space and recreational facilities to cater for the needs arising from the development in line with the provision standards set out in the Provision for Open Space in Connection with new Housing Development Supplementary Planning Document.
- 4.197 The National Planning Policy Framework (NPPF) requires that planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreational facilities and opportunities for new provision. The information gained from the assessments should be used to determine what open space, sport and recreational provision should be sought to be accommodated.
- 4.198 The Council therefore commissioned Strategic Leisure, specialist sport and leisure consultants to produce a Playing Pitch Strategy (PPS). The PPS sets out the Council’s strategy for identifying and meeting the playing pitch and associated facility needs of the District from now until 2035 and considers how well the existing playing pitch provision and associated facilities meets the needs of communities in terms of supply

and demand throughout this time period. The PPS provides up to date evidence to enable the determination of this application.

#### **4.199 Open Space**

4.200 The open space strategy identified within the application focuses on retaining a critical mass of landscape within Laver Banks and extending North West to encompass a wider range of functions through three well defined green corridors for development. The provision of green space is a strong element of the proposal with roughly half of the site proposed for landscaping, open space, a country park and playing pitches.

4.201 A network of semi natural open space is protected throughout the site. These open spaces will incorporate Suds drainage features, habitats for ecology, informal recreation routes and play. Laver Banks itself, which formerly was not available to the public, providing opportunity, including network of trails and walks. The Green Infrastructure Parameter Plan identifies these areas and includes the retention of open spaces within Claro and Deverell barracks, including tree lined avenues. These features are supported within the NPPF and help provide and create a sense of place for future residents of the site.

4.202 It is envisaged that sports pitches on the south west edge of Laver Banks and formed on the Laver Banks Compound will be formalised and managed to provide a variety of sporting activities in all seasons available to the public. Three areas have been noted for sport provision in the masterplan (all on Laver) and that this would allow these to be managed together and served by a changing facility and clubhouse. In addition, the applicants identify, the 1 ha pitches/Multi Use Games Area (MUGA) within the primary school will be sought for community use.

4.203 It is noted that RNP Policy F1 seeks to ensure development on open space respects landscape character and protects biodiversity. Whilst the southern portion of Laver falls outside the extent of the RNP plan area, the majority of the land to the south of Clothholme Road is to be retained for natural and semi natural open green space. Such an approach is considered consistent with the aims of that policy. An area is specifically set aside for allotment use to the north-west corner of the Claro site. This will again provide a softer green edge to the development in this location. The provision of the allotment supported by RNP Policy F4 and would again be controlled through the S106 process.

4.204 Small neighbourhood parks, including a variety of play (both formal and informal) are proposed in prominent and accessible locations throughout the neighbourhoods. The masterplan indicates that Neighbourhood Equipped Areas for Play (NEAP's) and Local Equipped Areas for Play LEAP's are proposed on both Deverell and Claro, so that all homes are within 400m/5 minute walk of equipped play areas.

#### **4.205 Playing Fields**

4.206 As outlined in the PPS, the Ripon Barracks site contains 8.67ha of existing playing field land located on two separate sites at the Claro and Deverall Barracks site however only 3.98ha of this is located outside the security fence and therefore available to the community. Whilst this 3.98ha has been available for sport (2 senior rugby pitches) these have not been used for local sport for some time for various reasons including health and safety. The remaining 4.69ha of playing field is not accessible by the local

community as it is located behind the security fence. A number of poor quality football pitches are located here used on an ad-hoc basis by the military. The approved PPS provides the robust and up to date evidence base to show how the site contributes to the current and future sporting requirements in the area however it does not define who should actually manage or implement the playing fields. The PPS includes a specific scenario relating to the Ripon Barracks redevelopment and provides the technical assessment about the quantum of playing fields to be re-provided. When assessing how much of the existing playing fields needs to be retained as part of any proposal, it is important to consider the following two points:

- a) The current shortfall and unmet future demand (if any) for playing fields within the Ripon Sub-area
- b) The level of demand for playing pitches generated by the planning scheme, in this case 1,300 homes,

4.207 Based on the above, the PPS details the existing provision of 8.67ha and concludes that there is a total requirement for 6.43ha of playing pitch provision on site which is split as follows:

4.25ha is required to meet the current shortfall and unmet future demand for playing pitches; and

2.18ha is required for the demand generated by the planning scheme for 1300 homes (this figure is calculated the Sport England Playing Pitch Calculator using the PPS information)

4.208 This 6.43ha requirement when added to the existing 8.67ha gives a total of 15.10ha to be re-provided as part of the development. This 15.10ha would need to be provided as part of the development if the PPS had shown that it was required to meet the current shortfall, unmet future demand and demand from the scheme however as the existing 8.67ha are not currently used for community sport and no sport clubs or teams would be displaced it could be argued that only 6.43ha of playing pitches/fields should be provided to meet the current shortfall and unmet future demand as well as the demands from the proposal for 1300 homes.

4.209 The outline application details that the proposed development will provide 6.44ha of new playing field provision and retains 1ha of existing playing field as part of the MUGA within the Primary School giving a total of 7.44ha.

4.210 The Local Education Authority have identified that a Community Use Policy would be required stating that the intention is that the playing fields and / or MUGA would be made available for community use, as many schools are, but only where a hire, or licence agreement would be put in place with the user. It also makes provision for ancillary sports facilities such as clubhouse, changing facilities, maintenance buildings etc. The masterplan developed and submitted for outline planning has the sports pitch element relocating into Laver Banks. The applicants identify two basic reasons for this approach. Firstly, this maximises development potential of the site and second, this provides a meaningful purpose to Laver Banks parkland (which supports the 'quality of place' element). Within the relocation, it must be justified that the overall delivery of sports pitch provision is not adversely impacted by the proposal.

- 4.211 The proposed provision meets the identified need from the new population and the requirements to meet current and future shortfalls in the Ripon Sub Area as detailed in the PPS. It does not replace the existing 7.67ha of playing fields (8.67ha minus the 1ha that is being replaced by the MUGA) which means that the proposal does not meet the requirements of the NPPF or Sport England's Playing Field Policy. This would be a significant issue if the existing playing fields were presently used for sport as there would be a detrimental impact on the amount of playing fields currently available for community sport use however the present playing fields as evidenced by the PPS are not used or accessible by the community. The development will in fact provide relocated playing field and ancillary facility provision that enables the current shortfalls and unmet future demands to be met as well as the demands of the development itself which overall benefits the local sports clubs.
- 4.212 As the proposal involves the development and relocation of the playing fields, Sport England (SE) did as a matter of course lodge a holding objection to the application, as part of their statutory role of ensuring that playing field provision is not reduced as a result of development. The Sport England default position is for all playing fields to be protected as part of the development although they do identify in their response that the objection could be overcome based on a robust and up to date evidence base to show that they will provide for current and future sporting requirements in the area. Therefore, the three proposed new areas of playing field (along with any ancillary facilities) might meet exception E4 provided that the pitch sports proposed to be played on them are evidenced in the PPS.
- 4.213 Sport England object to the proposal for the following reasons:
- The existing playing field site is a cluster (amounting to 8.67 hectares) of playing fields that are grouped together and has an ability for pitches to be marked out in different locations, or reoriented. The applicant has proposed three new separated areas of playing field on Laver Bank along with the retention of part of the existing playing field. In total this will be 7.44 hectares – therefore, there will be a net loss of 1.23 hectares of playing field before the needs of the development have been taken into account.
  - Whilst reference is made in the Open Space Assessment to the playing field becoming publicly accessible as part of the proposal, the NPPF does not make any distinction between privately and publicly available sports provision.
  - The three new areas of playing fields as proposed are irregular shaped which limits the flexibility to mark out pitches on these smaller areas compared to the current playing field area. The smaller central area of proposed playing field for example will be limited to junior pitches only and will not accommodate a full size pitch. Limiting the flexibility to move and remark pitches can lead to over play and wear to the surface of the playing field. It also limits what type of pitches can be accommodated.
  - The applicant advise an area of sports field is located behind the existing Barracks lines and are not accessible to the public. This land has been used for dual purpose including military training land.

- The illustrative Master Plan does not show any ancillary facilities to serve the playing field such as car parking, although a clubhouse appears to be proposed on the southern area of proposed replacement playing field on Laver Bank.
  - The applicant would also need to justify the loss of the 1.23 hectares of playing field based on evidence in the PPS that identifies this is surplus (this would not just be for football, rugby and cricket but for all pitch sport that can be played on the playing field), if this cannot be evidenced, 1.23 hectares would also need to be replaced. The needs of the development will also have to be provided for.
- 4.214 The Sport England holding objection asked for a specific Ripon Barracks scenario to be included in the PPS and this was subsequently included within the approved document. The holding objection referred to a loss of 1.23ha which is based on how much of the existing playing fields are being replaced. It does not include the PPS assessment of the current/future demand for playing pitches or the needs generated from the new population of the site as this had not been completed at the time of submitting the objection.
- 4.215 Sport England policy looks to protect playing fields which includes the grassed land adjacent to marked pitches however the applicants disagree with this position and the fact that Sport England are seeking the total area of playing field to be retained or re-provided rather than just the marked playing pitch areas. They argue that the military use of the site presents a unique issue with which this proposal should be considered and that such land does exist around the playing pitches but is land that is not marked out for playing pitches and has been used for wider military operational purposes rather than community sport use. It is also the case that the whole area of playing fields could be used for non-sporting use by the military if this proposal did not proceed. The applicant disagrees strongly with Sport England that the presence of grass should not mean that it can or should be classified for sporting purposes and believes that the use of the site as a functional military site with land required for military purposes should be acknowledged by Sport England in their assessment of the proposal. They disagree that the military estate should be considered against the same policies used to protect the loss of existing public playing pitch provision and argue that the proposal will in fact deliver a net gain in playing pitches for Ripon despite there being a loss of playing field.
- 4.216 Homes England have made it clear to the Council that they will not be amending the scheme in order to deliver more playing fields as it would result in the provision of further playing pitches over and above the need identified in the PPS and the land take for the additional pitches would result in either lower site yield which would impact viability and delivery or a higher density scheme which would significantly impact on place-making objectives. It is the view of Homes England that a more holistic view should be taken with regards to the assessment of this strategic site, including a comparison of the existing playing pitch offer versus the proposed playing pitch and wider recreational offer and qualitative benefits.
- 4.217 It is the applicant's view that when assessed against para 99 of the NPPF the proposal is contrary to the principle that existing open space or playing fields should not be built on. However, in considering the overall requirement for playing pitches alone and not playing fields, the proposal does meet the needs generated by the new population as



well as the wider existing shortfall in the Ripon area and does provide equivalent or better provision in terms of quantity and quality in a suitable location.

4.218 Whilst it is the Council's view that the application is not NPPF policy compliant and does not meet the Sport England Exceptions because there is a loss of playing field provision, it does meet the requirements of Policy HP6, criterion A iv in that 'the sport and recreation facilities on site would best be retained and enhanced through the development of a small part of the site, and the benefits of development to sport and recreation clearly outweigh the loss of the land'. The Council acknowledge that the military use of the site presents a unique issue for consideration and there are significant benefits to the scheme and site specific issues which on balance justifies the loss of the 7.67ha of playing field as follows:

#### **4.219 Increased Community Access to Open Space**

4.220 The majority of the existing playing fields are not publicly accessible for community use due to them being 'behind the military fence' and development of the site will enable increased community access to a significant amount of newly created open space including new pitches, amenity greenspace and higher quality facilities such as clubhouse and changing rooms. Over 39ha of newly accessible green space including parkland, play areas and a Country Park will be provided by the development, specifically through the opening up of Laver Banks which will make a significant contribution to open space provision for existing and new communities in the area. As well as formal sports, the development will provide for significant walking, running and cycling opportunities which is further complemented by the additional ancillary facilities such as toilets, refreshments, parking etc.

#### **4.221 Meeting Sporting Needs**

4.222 The proposal will enable the delivery of much needed quality playing pitches and ancillary facilities which are unlikely to be delivered elsewhere without the use of the Ripon Barracks land. The level of playing pitch and ancillary facility provision proposed meets the current shortfall and future demands within the Ripon sub-area as well as the demands of the development as a whole which will enable local sport clubs to grow (Ripon Football Club, Ripon Panthers Junior Football, Ripon Rugby Club). If the existing playing fields were used by local clubs and teams, then this loss would not be acceptable however as the existing playing fields are not currently used by clubs or teams, the detrimental impact is limited. Despite Sport England's holding objection, this wider sports benefit is an important material consideration as part of the overall planning balance. As well as onsite provision, a number of financial contributions (based on the Sport England Playing Pitch Calculator) will be required to be paid. These will form part of the S106 and include off-site contributions towards local rugby union, cricket and hockey clubs, existing 3G pitches and also on-site maintenance contributions for the onsite pitches and ancillary facilities such as changing rooms.

4.223 The playing field and ancillary facilities proposed are appropriately located for the main sport clubs compared to other clubs outside Ripon sub area and in the wider Harrogate District and the provision of elements such as the MUGA provide increased formal and informal sport opportunities. The need for a MUGA has also been identified in the recent Ripon Renewal work.

4.224 With regard to Sport England's comments about the flexibility of the provision and the issues with the proposed configuration, whilst the masterplan is clearly indicative and subsequent planning applications will determine further details, it does show that the level of pitches required by the PPS can be located on Laver Banks. Support for the outline plans for the relocation of the pitches to Laver Banks has been received by Ripon City Football Club.

#### **4.225 Local Plan Allocation/Sustainability**

4.226 The site is identified in the Local Plan as an important sustainable strategic site to meet the local plan housing requirement. Sport England have asked us to assess whether the spare playing pitches could meet the needs of other sub-areas however this would not be appropriate as would encourage long distance travel which would be contrary to the sustainability, air quality and community cohesion objectives of national and local planning policy. In particular, as Ripon Barracks is located to the west of the city centre, it would significantly increase traffic through the City Centre, a portion of which is the Air Quality Management Area. Additionally, Exception 1 of the Sport England Playing Field Policy also just refers to the need to assess the playing field provision in the catchment area when dealing with proposals that involve the loss of playing fields.

### **5.0 THE ENVIRONMENT IMPACT ASSESSMENT**

5.1 The application is accompanied by an Environmental Statement (ES). The ES is a legal requirement for large development proposals such as this. It is a means of drawing together, in a systematic way, an assessment of a project's likely significant environmental effects. This helps to ensure that the importance of the predicted effects, and the scope for reducing them, are properly understood by the public and the Council. Environmental Statements tend to be highly technical and lengthy documents. To make these more accessible to the non-professional reader there is a requirement for a Non-Technical Summary to also be submitted.

5.2 The Environmental Statement (ES) for this application has been prepared for Homes England and the Defence Infrastructure Organisation (DIO), on behalf of the Secretary of State for Defence ('hereafter referred to as the Applicant') in support the outline planning application a for a residential led mixed-use development (referred to as the Proposed Development) at Ripon Barracks. The Proposed Development is described as 'mixed-use' as it will comprise retail and commercial land use as well as residential use. The development comprises three separate areas of land: Deverell Barracks, Claro Barracks and Laver Banks.

5.3 Environmental Impact Assessment (EIA) is a process which is followed to ensure that planning decisions are made, with full knowledge of any likely significant environmental effects of a proposed development. The outcome of the EIA process is reported within the ES.

5.4 The objective of the EIA is to identify any likely significant effects which may arise from the Proposed Development and to identify measures to prevent, reduce or offset any such adverse effects and to enhance any beneficial effects. During the EIA process for the Proposed Development, opportunities and management measures have been identified and incorporated within the development proposals to prevent or reduce any adverse effects and to enable for sustainable design and construction principles to be embedded within the Proposed Development. This process will help inform whether to

grant planning permission for the Proposed Development to proceed and helps frame any planning conditions and planning obligations.

- 5.5 The ES submitted in support of the proposal covers the following topic areas:

Landscape and Visual

Cultural Heritage

Ecology

Geology, Hydrogeology and Contaminated Land

Water environment

Noise and Vibration

Air Quality

Traffic and Transport

Socio-economic

Cumulative Effects and Effect Interactions

- 5.6 The likely environmental effects embodied within the Environmental Statement have been considered in the relevant sections of this report. To summarise, the impacts are as follows:

#### Landscape and Visual

The scheme represents the development of a previously developed site that is allocated for up to 1300 dwellings in the Local Plan. The development is seen as an extension to the City of Ripon which has been designed as part of the Parameters Plan and Masterplan with recessive building heights and retention of large areas of open space towards the rural edge.

#### Cultural Heritage

The Addendum to the Heritage design guide provides on-going advice to retain military heritage. The setting of Gooseberry Farm will be altered but the introduction of landscaping and low density of development in this locality will help mitigate impact

#### Ecology

A 10% uplift in BNG has been agreed and is to be strictly controlled through both the imposition of a condition and inclusion within the S106.

#### Geology, Hydrogeology and Contaminated Land

These issues are subject to control by condition and the receipt of a ground stability report which will require a declaration form by a competent RoGep engineer or equivalent.

Water environment

The Environment Agency have recommended the imposition of a condition that ensure that there should be no significant impact.

Noise and Vibration

These have been assessed and subject to the imposition of suitable conditions there would be no significant impact

Air Quality

Measure to protect air quality can be controlled by condition.

Traffic and Transport

Following amendment to the highway network, a scheme has been received which is entirely acceptable to Highways England/Local Highway Authority. The four new access points are deemed to be acceptable subject to conditions and S106.

Socio-economic

The scheme will generate socio-economic benefit both at the construction and operational phase of the development

Cumulative Effects and Effect Interactions

It has been identified that there will be impact upon the road network and junctions in the city, however junction improvements will ensure the cumulative impact will not be significant. Upon completion no significant cumulative effects are expected to occur in relation to ground conditions, ecology, air quality, built heritage, landscape and visual receptors. Measures are proposed to deal with air quality noise and traffic and transport. Benefit will accrue from socio economic and health in relation employment housing and additional spending. Increase demands on facilities is noted and this is factored into through provision of contributions and land take. Benefits through increased open space and play space provision is noted.

**6.0 S106 HEADS OF TERMS**

A S106 Agreement will be required to secure the following:

Self-build dwellings	5% Provision
Travel Plan and Travel Plan Monitoring fee	£5000 per developer, per residential development phase. The schools travel plan will be monitored on Modeshift STARS, which is free of charge. NYCC will be involved with the monitoring process via that platform but do not charge schools a fee. The care units are unlikely to require a travel plan for residents

	<p>but one may be required for staff depending on staff numbers. Employment sites will need to feed into one overarching travel plan. One Travel Plan Coordinator will need to be employed/appointed to manage the reporting process and to collate everything. This only needs one fee of £5000 because there will effectively only be one lot of monitoring reports etc.</p>
Bus Contributions and Infrastructure	Per S106 heads of terms within highway conditions
Off-site highway Works	The developer is to deliver these works through S278 agreements. Costs will be agreed through the S278 technical approvals process.
Traffic Regulation Orders	Details awaited from NYCC
Traffic Signing Review	The developer is to deliver this with agreement from the LHA through the technical approvals process.
New School Access requirements	To be delivered and approved through S38/S278 as appropriate, costs will be agreed through the technical approvals process
Notifications: to notify the LHA of various start trigger points	No upfront costs associated with this, any costs associated with superintendence for the various works stages will be secured through S278/S38 technical approvals.
Third party land on Clotherholme Road to be brought up to adoptable standards, prior to the commencement of development	The developer is to deliver the works and reimburse the LHA for all costs associated with the legal agreement, technical approvals process, site supervision and any other costs that may arise in connection with this item.
Biodiversity enhancements and long-term management and monitoring plan for 30 year period	To include both on-site and off-site provision if required to achieve 10% net gain
On – site open space provision and management including allotment, MUGA, playing pitches and ancillary facilities	To be confirmed once extent, type, delivery mechanism and future management of on-site provision is known
Off-site contributions to Rugby Union, Hockey, Cricket and 3G	To be confirmed once extent and type of on-site provision is known
Provision of land for education purposes	Transfer to NYCC

Primary school contribution	<b>£2,749,791.00</b>
Secondary school contribution	<b>£1,945,084.05</b>
Health Care Contributions	<b>£907,267</b>

## 7.0 PLANNING BALANCE AND CONCLUSION

- 7.1 The proposal represents the development of three residential and mixed use land allocations within the Local Plan. The suite of supporting application documents submitted in support of the Planning Application, demonstrates the case in support of the Proposed Development. At the heart of the NPPF is a presumption in favour of sustainable development. The applicants Planning Statement and supporting information has demonstrated that the Proposed Development is in accordance with the vast majority of relevant policies in the statutory development plan and relevant material considerations. In particular and most importantly, the Proposed Development accords with the requirements HBC's Local Plan policies DM1 and DM3, as adopted in March 2020.
- 7.2 The Proposed Development also takes into account the policies and aspirations of the Ripon Neighbourhood Plan, notably, Community Actions B3 and B4 (which do not hold the same weight as the Neighbourhood Plan's policies) which set out the aspirations for the Site (as these are aspirations for the Site they are not requirements). Even though the Applicant is not required to meet these requests the Proposed Development aligns very well with the Community Actions, therefore providing wider scheme benefits over and above those required by planning policy and which would normally be delivered by more standard development proposals.
- 7.3 The Proposed Development will deliver a range of significant public benefits that demonstrate compliance with adopted policies and the aspirations of the Ripon Neighbourhood Plan, including:
- Provision of up to 1,300 homes in accordance with policies DM1 and DM3, 30% of which will be affordable, which will make a major contribution to meeting a demonstrable need for local housing;
  - A range of employment opportunities including 2ha of employment land in accordance with policy DM3 and a Local Centre to provide local facilities to serve the development. Up to 678 jobs could be provided on the site once the Proposed Development is complete and fully occupied in a range of sectors including retail, food and drink, education, community and office. Up to 95 jobs per annum could also be created during the 15 year construction period (a total 1,425 jobs);
  - A range of community facilities (which could comprise a community hall, GP surgery/dentist, exhibition space, art gallery etc);
  - Provision of 7.44ha of playing fields including a 1ha playing field/MUGA within the primary school plot;



- The opening up of a significant amount of private open space to provide of 39.6ha of publicly accessible green infrastructure;
- Retention and enhancement of ecological habitats to support protected flora and fauna;
- Provision of primary educational facilities to expand the capacity within Ripon;
- New transport infrastructure to serve the Site (bus provision, cycling and walking) and offsite interventions to alleviate capacity issues as a result of the Proposed Development.
- The Proposed Development will deliver new infrastructure to support the sustainable vitality of Ripon.

7.4 It is however acknowledged that the presence of the proposed development will have some adverse effects, for example on views in close proximity to the site but the conclusion is that the proposed development will have an overriding beneficial socio-economic effect in delivering the above benefits.

7.5 The other wider benefit is the provision of open space for both the existing and new communities, opening up Laver Banks, provision of changing facilities and the provision of a range of play areas. This is linked to the blue green corridors which have a multi-functional purpose for both drainage and ecological habitats. It is recognised that the scheme fails to maintain the existing sports provision on site but does meet the requirements of sports pitch provision generated by the development itself.

7.6 It is inevitable that the proposed development will result in an increase in traffic movements as set out in the Transport Assessment. To address the impact of additional traffic on the local roads, the proposal includes the carrying out improvements to many roads and junctions on the western side of the City. These improvements to be provided in advance of the occupation phase of the development.

7.7 The design of the proposed development through the Master Plan process has evolved through continuous consultation with stakeholders.

7.8 The historic core of Ripon has provided challenges in accommodating the highways and transportation impact of the proposed development within existing highway boundaries. However, what is now being proposed offers the opportunity of positive benefits to the highway network particularly in the area to the west of Ripon Market Place.

7.9 The proposed highways and transportation mitigation meets all the tests contained in NPPF at paragraph 57 which are:

- a) Necessary to make the development acceptable in planning terms;
- b) Directly related to the development; and
- c) Fairly and reasonably related in scale and kind to the development.

- 7.10 It should be remembered that the MoD could expand the use of the Barracks within the existing accommodation without any planning permissions, resulting in a significantly increased volume of traffic associated with the site passing through Ripon's existing highway network.
- 7.11 The Local Highway Authority considers there is no defensible reason to refuse the application on highway or transportation grounds.
- 7.12 Overall, the proposed development accords with the objectives of planning policies at national, regional and local levels, in particular the Harrogate District Local Plan and Ripon Neighbourhood Plan and is considered to be in accordance with the Government's objectives for sustainable development.

## **8.0 RECOMMENDATION**

8.1 That the application be DEFERRED AND APPROVED subject to conditions and a S106 Agreement to secure the heads of terms identified above.

## **9.0 PLANNING CONDITIONS**

1. Reserved matters subsequent approval
2. Time period for submission of Reserved Matters
3. Commencement of development
4. Submission of all reserved Matters by
5. Approved plans
6. Phasing Plan
7. Submission of a plan for each phase of development to highlight sustainable and inclusive highway/pedestrian connectivity
8. Engineering detail of roads
9. Completion of roads /cycleway/footpaths to agreed level
10. Amended access to Clotherholme Farm
11. Visibility splays
12. Access/parking requirements to Clotherholme sports facilities
13. Access/parking requirements to Galphay Lane sports facilities
14. Primary School Access /parking details
15. Employment land access/parking/ loading /manoeuvring details
16. Residential access/parking/ loading /manoeuvring details
17. Community facilities access/parking/ loading /manoeuvring details
18. Dwellings parking facilities

19. Construction Management Plan
20. Electric Vehicle infrastructure strategy
21. Water management and mitigation strategy
22. Scheme for accessible and adaptable homes (market homes)
23. Scheme for accessible, adaptable homes and wheelchair access (Affordable homes)
24. Self-Build plots
25. Ground Contamination Survey
26. Remediation works (Ground Contamination)
27. Unexpected contamination and further remediation
28. Verification report
29. Dust management plan
30. Noise and Vibration management and monitoring plan
31. Noise and mitigation scheme
32. Noise rating
33. Dust mitigation
34. Lighting scheme
35. Non domestic odour and fume assessment
36. Residential C2 and C3 sound levels
37. Written Scheme of Investigation (archaeology)
38. Record Historic Value
39. Non Domestic BREEAM Excellent standard
40. Post Construction Certificate BREEAM
41. Energy Statement
42. Drainage Separate system's
43. Drainage Foul sewer
44. Drainage Outfall
45. Building Recording
46. BEMP and BNG Calculation for each phase of development
47. Construction Ecological Management Plan

- 48. Recording of military heritage
- 49. Surface water drainage
- 50. Exceedance flow
- 51. Arboriculture Impact Assessment
- 52. Arboriculture Method statement
- 53. Affordable Housing
- 54. Community Use Policy for playing fields and / or MUGA
- 55. Maximum of 1300 dwellings

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**In the event of any changes being needed to the wording of the Committee's decision (such as to delete, vary or add conditions/informatives/planning obligations or reasons for approval/refusal) prior to the decision being issued, the Chief Planner has delegated authority to do so in consultation with the Chairman of the Planning Committee, provided that the changes do not exceed the substantive nature of the Committee's decision.**

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## **APPENDICES**

### **10.0 Consultations**

- 10.1 NYCC Local Highway Authority: No Objection subject to Conditions and a S106 Agreement
- 10.2 NYCC HERITAGE: No objection subject to the imposition of a condition
- 10.3 NYCC Local Lead Flood Authority: Require further information on Run Off destinations, Peak Flow control, Volume Control. Pollution control, designing for Exceedance. Maintenance of Suds must be in place for the lifetime of development
- 10.4 NYCC Education: We note and welcome the allocation of a school site within the application Master Plan and identify indicative developer contributions through a S106.
- 10.5 HBC: Housing; Standard Affordable Housing Condition is applicable
- 10.6 HBC Building Control: A Ground Stability and signed Declaration Form is required prior to planning consent.
- 10.7 HBC Estates: No Objection
- 10.8 HBC Economic Development Unit: Supports the proposal
- 10.9 Environment Agency: Require further information on Biodiversity but have no objection subject to conditions on the water environment and drainage proposals.

#### 10.10 Natural England: No Objection

#### 10.11 Historic England:

Historic England has concerns regarding the application on heritage grounds and are very disappointed that the design guide and the masterplan have not been comprehensively revised following the consultation responses from Historic England and the Ripon Civic Society. Consequently, we retain our concerns over the layout, urban grain and configuration of the development scheme

We remain very supportive of the sustainable development of the former barrack site, considered an exciting opportunity to achieve an outstanding and distinctive development for Ripon, and an exemplar site for Homes England.

Albeit we remain supportive of the development, in principle, we are of the position that the proposals miss a great and unique opportunity for Ripon to create something genuinely distinctive, characterful and sustainable.

We are of the view that the character, quality and heritage interest of the site, and Deverrell Barracks in particular, have been misunderstood and undervalued in the supporting documents.

#### 10.12 Sport England: Object to the development on the grounds of loss of sports pitches.

#### 10.13 National Trust: Concern regarding the view from Gillet Hill , potential impact of Floodlights and Studley Royal Park Fountains Abbey World heritage Site

#### 10.14 Yorkshire Water: No objection subject to the imposition of conditions.

#### 10.15 Police Designing out Crime Officer: Rear parking courts are referred to within the Design Guide and should be avoided if possible.

#### 10.16 Integrated Care Board (The ICB) : A financial contribution is required towards healthcare provision of £907,267 rather than a satellite surgery on site.

### **11.0 Representations**

#### 11.1 The applicants have provided a Statement of Community Involvement, which sets out a summary of engagement activities undertaken by the applicant, which includes extensive pre application workshops with all stakeholders running from June 2019 to July 2020. Press releases, project web sites, Information events and press releases. Full details are available on the Council web site.

#### 11.2 Overall, 155 representations received objecting to the development including a petition of 777 names:

#### 11.3 41 letters received post Addendum to the ES;

#### 11.4 Road Network:

1. Proposed junction improvements are inadequate.
2. Improvements to associated roads essential.

3. Planned road improvement scheme and funding required before any new development is essential.
4. Local roads cannot cope.
5. A relief road is required.
6. Ripon is an ancient city of minor roads that was designed for a much lower flow of traffic.
7. Currently numerous narrow roads.
8. Traffic calming measures not sufficient.
9. Traffic assessment data flawed.
10. Amendment to use Ash Bank Road does not alleviate traffic on Bishopton.
11. One way system not practical.

Congestion:

1. Access roads to the development are already congested.
2. Congestion is already a problem (roads of concern: Clotherholme Road, Bishopton Lane, Bishopton, Coltsgate Hill, Kirkby Road, Malorie Park Drive, College Road, Coltsgate Hill, Studley Road, , North Street Junction, Marshall Way, Trinity Lane, Blossomgate and Park Street.
3. Transport Assessment does not reflect the likely increased traffic volumes and congestion.
4. All traffic will pass through the centre of Ripon.
5. Danger for pedestrians, particularly school children.
6. Traffic mitigation measures should be sufficient and agreed before housing plans are considered and passed.
7. Existing school traffic concerns.
8. Pressure on existing on-street parking provision.
9. More routes in and out of site need to relieve congestion.

Lack of Infrastructure: Schools, Doctors and dentists are at full capacity.

Loss of Sport Field.

Loss of Green Space.

Housing: Need more than 30% affordable. Housing mix should include smaller units not just 4/5 bedroom accommodation.

Air Pollution: Increased due to more cars and traffic.

Size of Development: Increased from 800 to 1300.



Drainage: increased risk of flooding.

Heritage: Impact upon Fountains Abbey and Studley Royal.

Reliance upon the private car.

Construction: Pollution and traffic.

Employment: Lack of employment opportunities: Reduction in employment land, employment figures used need to be remodelled.

Overbearing: height of buildings.

Biodiversity Net Gain Environment Act requires 10% gain.

One petition requesting no more than 800 dwellings.

#### 11.5 In addition to the above, Ripon Civic Society have objected to the proposals.

The comments received prior to receipt of the addendum raised similar issues to the above. The representations were again dominated by comments on highway issues and in addition:

Loss of woodland.

Concern over cycle and pedestrian safety.

Gypsum issues.

Non-compliance with Local and neighbourhood plan.

Yorkshire Wildlife Trust; Object Loss of valuable grassland habitats.

- Recreational impacts of dog walkers to the River Laver.
- Lack of certainty regarding potential impacts to riparian habitats along the River Laver.
- Failure to demonstrate sufficient biodiversity net gain can be achieved.
- Incomplete survey data which may result in undervaluing of the baseline.

## 12.0 Views of City and parish councils

### 12.1 Ripon City Council Object to the application on the following grounds:

The traffic proposals will affect the whole City of Ripon. The latest proposals include prohibiting vehicles from making a right turn at the Low Skellgate traffic lights. The impact of this will be city wide and will result in demonstrable harm to the city, with journeys across the city increasing in length and duration. An example being a journey from the city centre to the new housing provision at the cathedral choir school development, which will double in length in some cases.

Increased pollution will result from the longer journeys within the city. This is not considered to be an example of sustainable transport.

The council wholeheartedly support the Ripon military project and endorse the comments made by Ripon Civic Society in their communication dated 17th February 2022 on this application.

The council has provided a highway report by a consultant.

RCC recognise that whilst planning applications must be determined on an individual basis, Homes England now control the two major housing developments scheduled for Ripon. The magnitude of these developments mean that this council consider that the impact of the west lane development must be taken into consideration when assessing the proposals for the Ripon barracks site.

RCC consider that the proposals for the Ripon Barracks redevelopment should be limited to 800 no. dwellings in accordance with the Ripon City Plan, which is the council's adopted policy on planning, and that permission is granted on that basis.

Once the developments at West Lane and Ripon Barracks (limited to 800 no. dwellings) are completed and an assessment of the impact of those developments on the transport network in the city has been undertaken that a further application for additional units at the Ripon barracks site could be considered.

12.2 North Stainley with Sleningford PC make the following comments:

12.3 The Council resolved to oppose this application on the grounds of scale and highway usage: the proposed access via only Clothholme Road and Kirkby Road seems wholly inadequate for a development of this size; and the Council is concerned that there are no plans to include a medical facility within the development, but rather to rely on existing GPs, the nearest one being nearly two miles away

Case Officer: Andy Hough

Expiry Date: 31 January 2022

## APPENDIX 02

## OFF-SITE HIGHWAYS MITIGATION SCHEDULE

Number	Highway Works	Trigger	Plan reference
1	<b>Clock Tower Junction Improvement</b> - Alterations to Clock Tower signal controlled junction	Prior to first occupation of any phase	60599821_PR_037
2	<b>Coltsgate Junction Improvement</b> - Alterations to the Coltsgate Hill signal controlled junction	Prior to first occupation of any phase	60599821_PR_036
3	<b>Westgate/Park Street/Blossomgate Signalisation</b> – Installation of signal control at the junction of Westgate, Park Street, Blossomgate to include pedestrian phases and necessary linking with adjacent signals.	Prior to first occupation of any phase	60599821_PR_16 60599821_PR_042
4	<b>Skellgate Junction Improvement and Refurbishment of High Skellgate/Market Place/Westgate traffic-signal controlled junction</b> – Alterations to the Skellgate signal controlled junction and Refurbishment of High Skellgate Market Place/ Westgate traffic controlled junction	Prior to commencement excluding demolition of any phase	60599821_PR_035 60599821_PR_042
5	<b>King Street/Dallamires Lane Visibility Improvement</b> - Delivery of measures to improve the visibility to the east at the King Street Dallamires Lane junction	Prior to completion of Skellgate Junction Improvement	60599821_PR_009
6	<b>Westgate footway widening</b> – Delivery of Westgate footway widening and loading bay	Prior to first occupation of any phase	60599821_PR_042
7	<b>Park Street new pedestrian crossing</b> – Installation of pedestrian crossing on Park Street adjacent to the Spa Baths and improvements to Old Park Mews access	Prior to occupation of 50 <sup>th</sup> dwelling accessed from Clotherholme Road / Chatham Road	60599821-CHR-SK-021
8	<b>Clotherholme Road Traffic Calming Measures</b> – Delivery of the Clotherholme Road Traffic Calming measures to be agreed with the Local Highway Authority	Prior to first occupation of any dwelling accessing from Clotherholme Road / Chatham Road.	60599821_PR_005 60599821_PR_006 60599821_PR_007 Rev 3
9	<b>Clotherholme Road New Ped Crossings-</b> Delivery of the Clotherholme Road Pedestrian Improvements measures	Prior to first occupation of any dwelling accessing from Clotherholme Road / Chatham Road.	60599821_PR_005 60599821_PR_006 60599821_PR_007 Rev 3
10	<b>Bishopton Lane and Ash Bank Traffic Calming Measures</b> – Delivery of the Bishopton Lane and Ash Bank Road Traffic Calming and Road Safety	Prior to first occupation of any dwelling accessing from Clotherholme Road / Chatham Road.	60599821-P-010, 60599821-P-011, 60599821-P-022, 60599821-P-023,

	Measures to be agreed with the Local Highways Authority		60599821-P-024, 60599821-P-050-1, 60599821-P 050-2 60599821-P-051
11	<b>Clotherholme Road Footway Widening –</b> Delivery of Clotherholme Road Footway Widening	Prior to first occupation of any dwelling accessing from Clotherholme Road / Chatham Road.	60599821_PR_006 60599821_PR_007
12	<b>Kirkby Road Traffic Calming Measures and Footway Widening - LARK LANE / CEMETRY –</b> Delivery of Kirkby Road Traffic Calming Measures and Footway Widening from Lark Lane to Ripon	Prior to first occupation from Kirkby Road (Zones K, N, O)	60599821_PR_002
13	<b>Kirkby Road Traffic Calming Measures and Footway Widening - KIRKBY DRIVE / CEMETRY –</b> Delivery of Kirkby Road Traffic Calming Measures and Footway Widening from Ripon Cemetery to College Road	Prior to first occupation from Kirkby Road (Zones K, N, O)	60599821_PR_003 Rev 4
14	<b>Kirkby Road and College Road new pedestrian crossing –</b> Delivery of Kirkby Road and College Road New Ped Crossing	Prior to occupation of 50 <sup>th</sup> dwelling from Kirkby Road (Zones K, N, O)	60599821_PR_003 Rev 4
15	<b>Blossomgate Traffic Calming Measures –</b> Delivery of Blossomgate Traffic Calming	Prior to occupation of 100 <sup>th</sup> dwelling from Kirkby Road (Zones K, N, O)	60599821_PR_004 Rev 3 60599821_PR_40
16	<b>Westbourne Grove Junction Improvements –</b> Delivery of Westbourne Grove Junction improvements	Prior to occupation of 100 <sup>th</sup> dwelling from Kirkby Road (Zones K, N, O)	60599821_PR_40
17	<b>Blossomgate Northbound One Way Proposal –</b> Delivery of Blossomgate Northbound One Way Proposal	Prior to occupation of 100 <sup>th</sup> dwelling from Kirkby Road (Zones K, N, O)	60599821_PR_004 Rev 3 60599821_PR_40
18	<b>Kirkby Road One Way Westbound Proposal and Footway Realignment –</b> Delivery of Kirkby Road Westbound One Way Proposal and Footway Realignment	Prior to occupation of 100 <sup>th</sup> dwelling from Kirkby Road (Zones K, N, O)	60599821_PR_003Rev 4 60599821_PR_004Rev3
19	<b>College Road Eastbound One Way Proposal –</b> Delivery of College Road Eastbound One Way Proposal	Prior to occupation of 100 <sup>th</sup> dwelling from Kirkby Road (Zones K, N, O)	60599821_PR_003 Rev 4 60599821_PR_004 Rev 3
20	<b>Trinity Lane Southbound One Way Proposal –</b> Delivery of Trinity Lane Southbound One Way Proposal	Prior to occupation of 100 <sup>th</sup> dwelling from Kirkby Road (Zones K, N, O)	60599821_PR_004 Rev 3
21	<b>Trinity Lane Traffic Calming Measures –</b> Delivery of Trinity Lane Traffic Calming Measures	Prior to occupation of 100 <sup>th</sup> dwelling from Kirkby Road (Zones K, N, O)	60599821_PR_004 Rev 3

22	<b>Kirkby Road New Access - T-Junction and Continuation of Cycle Route –</b> Construction of permanent T junction access once the Kirkby Road roundabout becomes operational. To include removal of temporary measures and continuation of the eastbound cycle route once the roundabout is operational.	To commence upon completion of a Stage 3 Road Safety Audit and completion of any required remedial work	60599821_PR_002
23	<b>Kirkby Road Traffic Calming Measures – GOOSEBERRY FARM –</b> Construction of Kirkby Road Traffic Calming Measures in the vicinity of Gooseberry Farm	Prior to first occupation from Kirkby Road (Zones K, N, O)	60599821_PR_001
24	<b>Kirkby Road New Access Roundabout and Cycle Route –</b> Construction of new roundabout at the junction of Kirkby Road and Chatham Road with associated cycle route	To commence within 6 months of site vacation of Claro site with completion prior to the first occupation of any phases accessed from Clotherholme/Chatham Road.	60599821_PR_001
25	<b>Bishopton/Studley Road Junction Improvement –</b> Delivery of Bishopton / Studley Road Junction improvements	Prior to 1st Occupation of any phases accessed from Clotherholme/ Chatham Road	60599821-P-052
26	<b>Clotherholme Road – Adoption</b> Works to be carried out to bring the unadopted road up to adoptable standards and adoption by the LHA	Prior to commencement of development in any zones other than Zones K, N and O. Completion and adoption prior to commencement of any phase accessing from Clotherholme Road Primary and Secondary Accesses	
27	<b>Clotherholme Road Primary Access –</b> Delivery of Clotherholme Road Primary Access	Shall not commence until adoption of Clotherholme Road is complete. Prior to commencement of development in any zones other than Zones K, N, O.	60599821_PR_022
28	<b>Clotherholme Road Secondary Access –</b> Delivery of Clotherholme Road Secondary Access	Shall not commence until adoption of Clotherholme Road is complete. Prior to commencement of development in any zones other than Zones K, N, O.	60599821_PR_024
29	<b>Kirkby Road Interim T Junction and Interim Traffic Calming measures –</b>	Prior to first occupation from Kirkby Road (Zone K, N, O)	60599821_PR_900

	Construction of temporary simple T junction onto Kirkby Road to serve a maximum of 150 dwellings without through connection. Subject to further temporary emergency link which may be through operational MoD land if required.		
30	<b>College Road Traffic Calming Measures –</b> Delivery of College Road Traffic Calming measures determined by speed surveys taken prior to the one-way system being in place and within one month of the College Road Eastbound One-Way proposal being fully operational.	Initial speed survey to be required prior to commencement.  Second speed survey required 30 days post completion of the College Road Eastbound One Way Proposal  Any proposed Traffic Calming measures must be agreed by the Local Highway Authority and constructed prior to occupation of 100 <sup>th</sup> dwelling from from Kirkby Road (Zones K, N, O)	Detailed design subject to speed surveys
31	<b>Construction Signing Strategy Document –</b> Delivery of a Temporary Signing Strategy Document in broad accordance with the Framework Construction Traffic Management Plan. To include details of the fixed construction management signage of traffic to and from the site from A61 and central areas. All costs to be paid for by the Developer.	Prior to commencement of development of each phase or sub phase	
32	<b>Footpath and cycle paths through Laver Banks and Link to PROW in Laver Banks</b>	Trigger to be agreed	60599821-P-020 60599821-P-021
33	<b>Permanent Signing Strategy Document –</b> Delivery of a Permanent Signing Strategy Document to include details of the proposed permanent signage of traffic to and from the site from A61 and central areas. Including Ripon West Active Travel Zone Signage Work. All costs of delivery of the permanent signage to be paid for by the Developer.	Prior to commencement of each phase or sub-phase	
34	<b>Cycle parking to west of Market Place –</b> Provision of cycle parking to the west of Market Place to be agreed by the Local Highway Authority.	Prior to first occupation	
35	<b>Primary School Access Works –</b> To include 2 vehicle and 2 pedestrian access points	Trigger to be agreed	



36	<b>Galphay Lane Access Works –</b> Amendment to provide maintenance/emergency access only	Prior to first use of Galphay Lane Sports Pitches	
38	<b>Off Site Bus Infrastructure –</b> Infrastructure includes a bus stop within 200m walking distance for all users with pole, flag, timetable case, dropped crossings, hardstanding, raised kerbs, connecting footway. At stops on Chatham Road and West Loop these should also include a bus shelter, design to be agreed by NYC, and real time information displays.	Triggers to be agreed	