



# **LAND AT DEVERELL BARRACKS, CLARO BARRACKS AND LAVER BANKS, RIPON**

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**VISION DOCUMENT FOR CLOTHERHOLME URBAN  
VILLAGE TO SUPPORT REPRESENTATIONS TO THE DRAFT  
HARROGATE LOCAL PLAN ON BEHALF OF THE DEFENCE  
INFRASTRUCTURE ORGANISATION**

March 2018



# TEAM



Defence  
Infrastructure  
Organisation



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Planning and Property Advisors



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MasterPlanning



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Kevin Radford

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# CONTENTS

<b>1</b>	<b>INTRODUCTION</b>	<b>04</b>
<b>2</b>	<b>SITE CONTEXT</b>	<b>10</b>
<b>3</b>	<b>PLANNING CONTEXT</b>	<b>16</b>
<b>4</b>	<b>ANALYSIS OF RIPON AND THE SITE</b>	<b>26</b>
<b>5</b>	<b>TECHNICAL STUDIES AND CONSTRAINTS</b>	<b>58</b>
<b>6</b>	<b>A VISION FOR CLOTHERHOLME URBAN VILLAGE</b>	<b>68</b>
<b>7</b>	<b>MASTERPLAN FRAMEWORK: CLOTHERHOLME URBAN VILLAGE</b>	<b>76</b>

# 1 INTRODUCTION

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This chapter provides an introduction to the site and describes the purpose of this Vision document. Design aspirations for the proposed Clothesholme Urban Village are presented which have informed the emerging masterplan for the site.





## CONTENTS

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- + PURPOSE OF THE DOCUMENT
- + DIO BACKGROUND
- + BACKGROUND TO THE SITE AND REPRESENTATIONS





**Claro  
Barracks**

**Deverell  
Barracks**

**Laver  
Banks**

**RIPON**





## PURPOSE OF THE DOCUMENT

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This Vision Document has been prepared by the Clotherholme Urban Village project team to support representations, on behalf of the Defence Infrastructure Organisation to Harrogate Borough Council (HBC) as part of the emerging Local Plan process. These representations which have been prepared on behalf of the Defence Infrastructure Organisation, in respect of the Draft Harrogate Local Plan, concentrate on land owned by the Defence Infrastructure Organisation situated to the north west of Ripon, North Yorkshire, which has been declared surplus to requirements.

HBC are currently in the process of preparing a Local Plan for the period 2016 - 2035. As part of the emerging Plan, the Council have identified suitable sites for development across the Borough. Three sites known as Claro Barracks, Deverell Barracks and Laver Banks, located to the north west of Ripon City, have been identified by HBC for various potential development uses. For the purpose of this document these three sites are collectively known as Clotherholme Urban Village.

Clotherholme Urban Village is envisaged as a new neighbourhood sensitively set within a rich, connected and varied landscape setting located to the north west of Ripon. Supported by a range of new community facilities and services, this new Urban Village will support and provide for both new and existing residents. The purpose of this document is to present the new Village, along with the benefits it can bring to the city of Ripon and the wider area for decades to come.

### DIO BACKGROUND

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The MOD's Defence Infrastructure Organisation (DIO) is an operating arm of the MOD and is responsible for the acquisition, disposal, allocation of assets, construction and the maintenance of estate infrastructure in the UK and abroad. This infrastructure includes military bases, SFA and training facilities within the UK and overseas in Germany, Cyprus and the Falkland Islands, Norway, Poland, Kenya, Belize, Nepal and Oman. The organisation was established in 2011 after the restructuring of the MOD's bodies responsible for infrastructure and currently manages around 50,000 properties within the UK, including planning targeted improvement programmes and planning future requirements.



## BACKGROUND TO THE SITE AND REPRESENTATIONS

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The Defence Infrastructure Organisation (DIO) own circa 86ha of land to the north west of Ripon, which comprises of three existing facilities; Claro Barracks, Deverell Barracks and Laver Banks, all of which are accessed via Clotherholme Road.

The DIO has been identified in the Draft Local Plan, as a potential location for both housing and employment. Deverell Barracks, (circa 6.5ha) is identified as being suitable for housing (Site R24). Circa 2.10ha at Laver Banks is also identified as being suitable for housing (Site R27) and at Claro Barracks 32.75ha is allocated for 540 dwellings and 11 ha for employment.

These representations present the case for a major housing led allocation of the Deverell Barracks, Claro Barracks and Laver Banks. Such a development is promoted in the wider context of promoting the growth of Ripon and Harrogate which we consider to be both sustainable and deliverable.

These detailed representations are specific to the DIO land, but within the context whereby we are looking at the north west of Ripon in a holistic way, demonstrating a sustainable extension to Ripon; bringing forward housing and employment led development, taking account of the infrastructure requirements for delivering of such a quantum of development on a phased basis.

This document provides an outline of the planning policy context, provides an assessment of technical issues including highway infrastructure and transport considerations, provides an assessment of the site characteristics, opportunities and constraints and finally sets out the case for the sustainable extension of Ripon, within a strategic framework for development. This representation considers the Council's emerging strategy against the tests set out within paragraph 182 of the NPPF i.e.

- Justified – the plan should be the most appropriate strategy when considered against the reasonable alternative based on proportionate evidence.
  - Effective – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities;
  - Consistent with national policy - the plan should enable the delivery of sustainable development in accordance with the policies in the framework.
- Positively prepared – the plan should be prepared on a Strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development.

# 2 SITE CONTEXT

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In this chapter an overview of the existing planning context is provided in the context of the emerging Harrogate Borough Council Local Plan.

The position of Ripon in its regional context and Clothierholme Urban Village in its local context are described. The historical evolution of Ripon is also presented.





## CONTENTS











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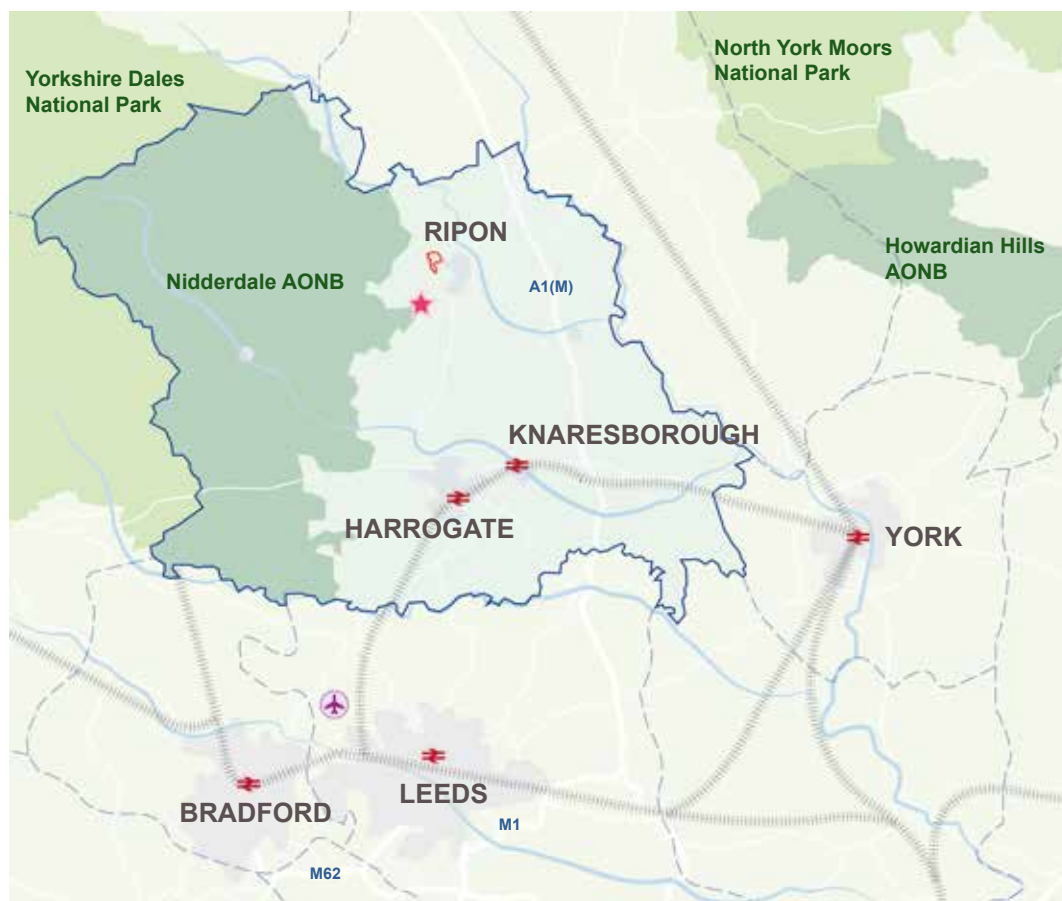
- + REGIONAL SETTING
- + LOCAL CONTEXT
- + HISTORIC CONTEXT

## REGIONAL SETTING

The site is located adjacent to the cathedral city of Ripon in the Borough of Harrogate, North Yorkshire. It is well connected by road via the A1(M) motorway: approximately a 1 hour drive from the major regional towns of York, Leeds and Bradford. Ripon was previously served by the Leeds-Northallerton line, but the station was closed in the 1960s. There are, however, proposals in North Yorkshire County Council's Local Transport Plan (2016) to reopen the station.

The site is surrounded by natural designations of national importance. It is located between two National Parks - Yorkshire Dales and North York Moors - and two Areas of Outstanding Natural Beauty. Studley Park, a World Heritage Site, is also located to the southwest of the site.

-  Site location
-  Harrogate District
-  Settlement areas
-  District boundaries
-  Rail line
-  Rail station
-  Airport
-  Area of Outstanding Natural Beauty
-  National Park
-  World Heritage Site



Site location in the wider North Yorkshire context

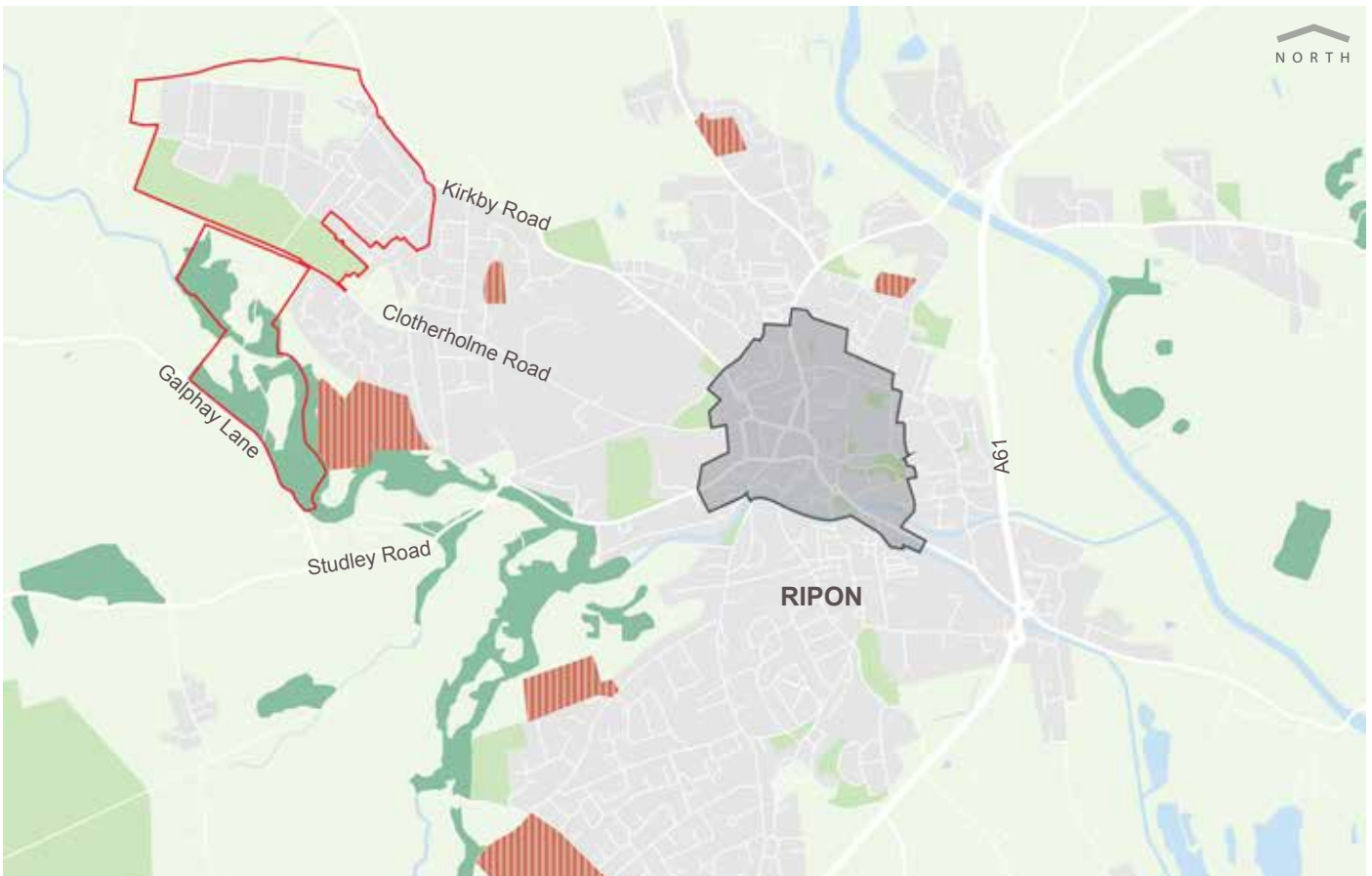
## LOCAL CONTEXT

The site is located on the north western edge of Ripon and is approximately 5 minutes drive from the city centre, where the majority of commercial and retail activity is found.

There are several planning applications for residential developments in and around Ripon which have either been accepted or are under review. Most of these applications are located along the settlement boundaries.

Of note is a recently consented scheme located adjacent to the southern end of the site, near Laver Banks. Bishops Glade is a 150 unit residential scheme currently under construction and comprises a mix of 3, 4 and 5 bed homes.

- Site boundary
- Ripon City Centre
- New / recent consented developments of 30+ dwellings



Site location in the wider North Yorkshire context











## HISTORIC CONTEXT

The earliest settlement at Ripon was founded in the 7th century, based around a Christian church that later became the site of Ripon Cathedral. Historically, it relied heavily on its religious institutions and various guilds, though was not significantly affected by the Industrial Revolution.

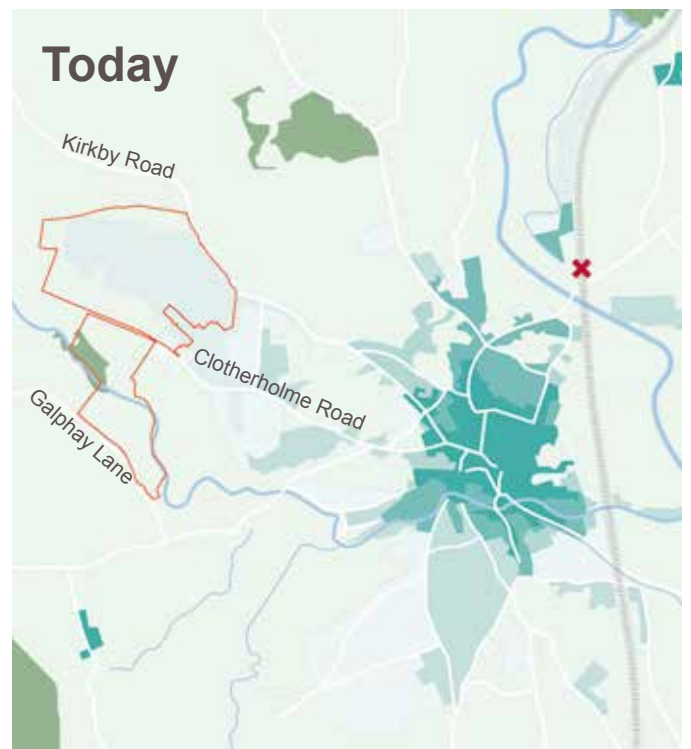
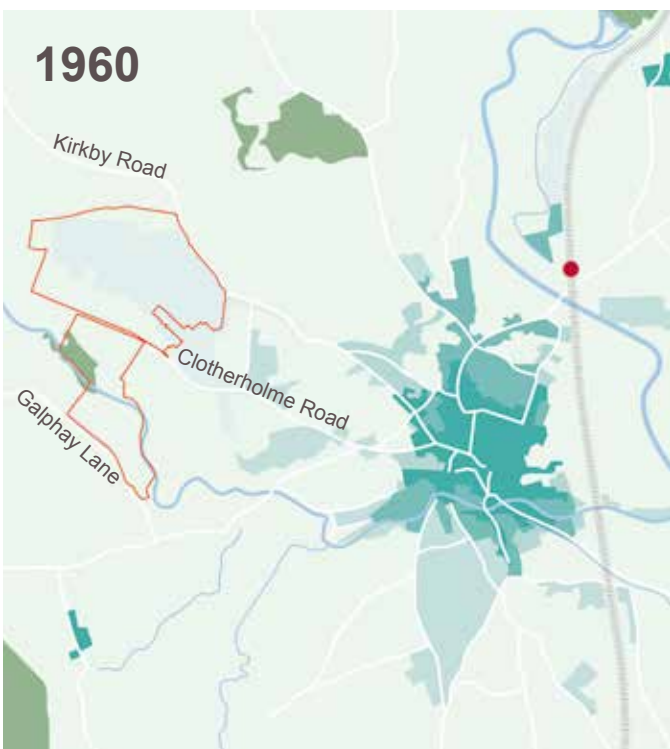
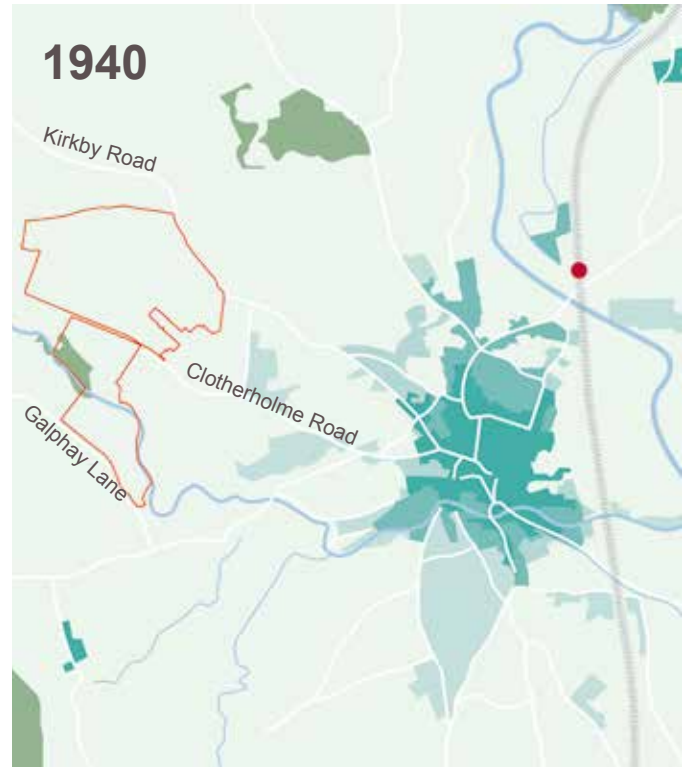
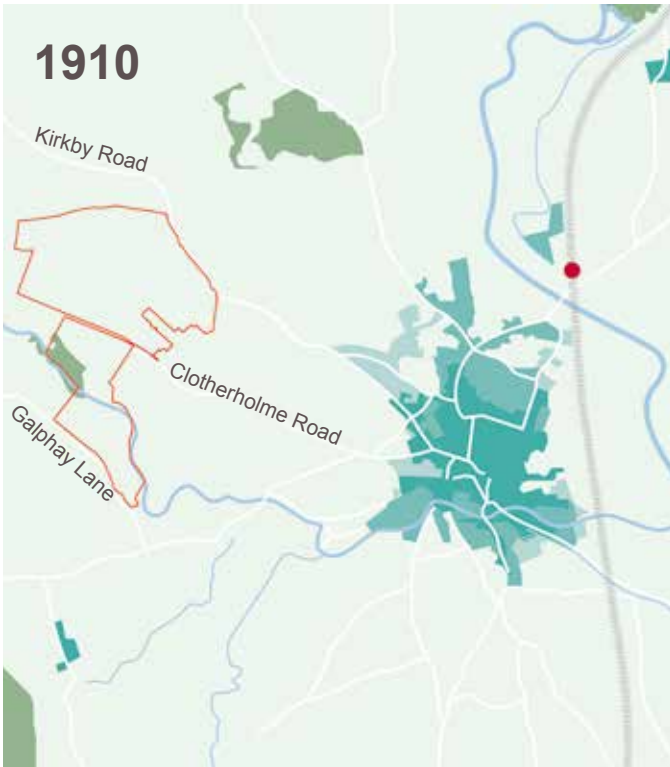
In May 1848, Ripon railway station was opened, which connected the cathedral city with major settlements including Harrogate and Leeds. This led to a significant expansion of the city northwards towards the railway station, as shown by the 1890 diagram below.

The military training camp within the site was established during the First World War, which led to the expansion of the city's suburbs westwards. Since the two World Wars, Ripon's residential areas have continued to grow in a southern and western direction. Although the railway station was closed in 1967, the city continues to support a strong tourist industry thanks to its historic Christian buildings and Studley Park.

-  Site boundary
-  Rail and station
- Development:
-  Until 1850
-  Until 1890
-  Until 1910
-  Until 1940
-  Until 1960
-  Today



Historic maps of the site and Ripon, 1850-present day



# 3 PLANNING CONTEXT

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When adopted the Harrogate Borough Plan will provide an up to date policy framework to guide future development within the Borough. The Borough Local Plan will replace the District Local Plan (2001) and Selective Alternative (2004) and the Harrogate Core Strategy (2009). It is also relevant to have regard to the emerging Ripon City Neighbourhood Plan, being prepared by Ripon City Council, once “made” by the Local Authority it will become part of the statutory development plan.





## CONTENTS

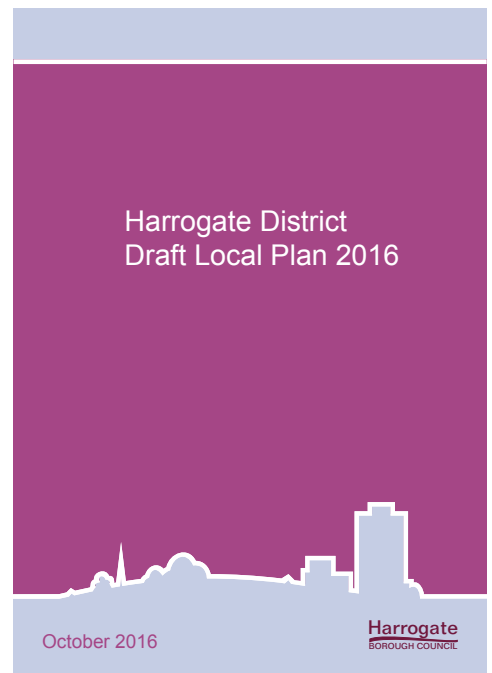
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- + INTRODUCTION
- + HARROGATE BOROUGH LOCAL PLAN
- + RIPON CITY NEIGHBOURHOOD PLAN

## INTRODUCTION

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Harrogate District Council's Emerging Local Plan will cover the period 2014-2035. The vision for Harrogate in 2035 is for it to "continue to be an area with a fully justified reputation for its high quality environments... Increased and sustained delivery of new housing has resulted in a better match between the district's housing stock and local needs for housing... New development has been well designed, has added to local distinctiveness and supported conservation... The high quality natural environment remains a defining feature of the Harrogate district". It also states the desire for development in Ripon to strengthen its role as an important local centre within the district.



Harrogate District Draft Local Plan 2016



Draft Ripon City Neighbourhood Plan



## HARROGATE BOROUGH LOCAL PLAN

### INTRODUCTION

Harrogate District Council's Emerging Local Plan will cover the period 2014-2035. The vision for Harrogate in 2035 is for it to "continue to be an area with a fully justified reputation for its high quality environments... Increased and sustained delivery of new housing has resulted in a better match between the district's housing stock and local needs for housing... New development has been well designed, has added to local distinctiveness and supported conservation... The high quality natural environment remains a defining feature of the Harrogate district". It also states the desire for development in Ripon to strengthen its role as an important local centre within the district.

### PREVIOUS STAGES OF PREPARATION

Harrogate Borough Council have undertaken a number of preparatory stages in the preparation of the emerging Local Plan. An initial "Issues and Options" document was issued in July 2015. Following the consultation of the Issues and Options paper, the Council issued a draft Local Plan Development Management Policies document, taking into account the findings of the Issues and Options exercise.

In November and December 2016 the Council consulted on a Draft Local Plan, incorporating the development management policies previously consulted on with the addition of site allocations. In July and August 2017 the Council issued an additional document for public consultation entitled "Draft Local Plan: Additional Sites Consultation 2017".

Following the previous round of consultation, the Council had undertaken additional work on the housing and economic projections for the Borough in the form of a Housing and Economic Development Needs Assessment (HEDNA). The HEDNA identified a higher requirement for residential land, equating to 11,697 homes in the period 2014-35. In addition, the Council concluded that 54.8 hectares of employment land up to 2035 was required in the Borough. When compared against the housing and employment land provision from the previous report, the Council were faced with a shortfall of 2,300 dwellings and 38Ha of employment land. The Council therefore

consulted on the addition of additional sites covering residential, employment and mixed uses.

### PUBLICATION DRAFT LOCAL PLAN 2018

Having completed the above stages, falling within Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012, the Council issued the Regulation 19 Publication Draft Local Plan in January 2018 for public consultation. The Publication Draft includes development management policies and site allocations for residential, employment and mixed use developments.

The Publication Draft Local Plan includes seven development management policy chapters covering growth, economy, housing, transport and infrastructure, climate change, heritage and placemaking and the natural environment. A further section, covering Delivery and Monitoring, includes site allocations for housing, employment and mixed used sites and a further section includes combined maps covering the district.

#### General Policies

Draft Policy GS1 "Providing New Homes and Jobs" provides a strategic outline of the approach to growth across the Borough. The policy states that:

"Provision will be made in the district over the period 2014 - 2035 for:

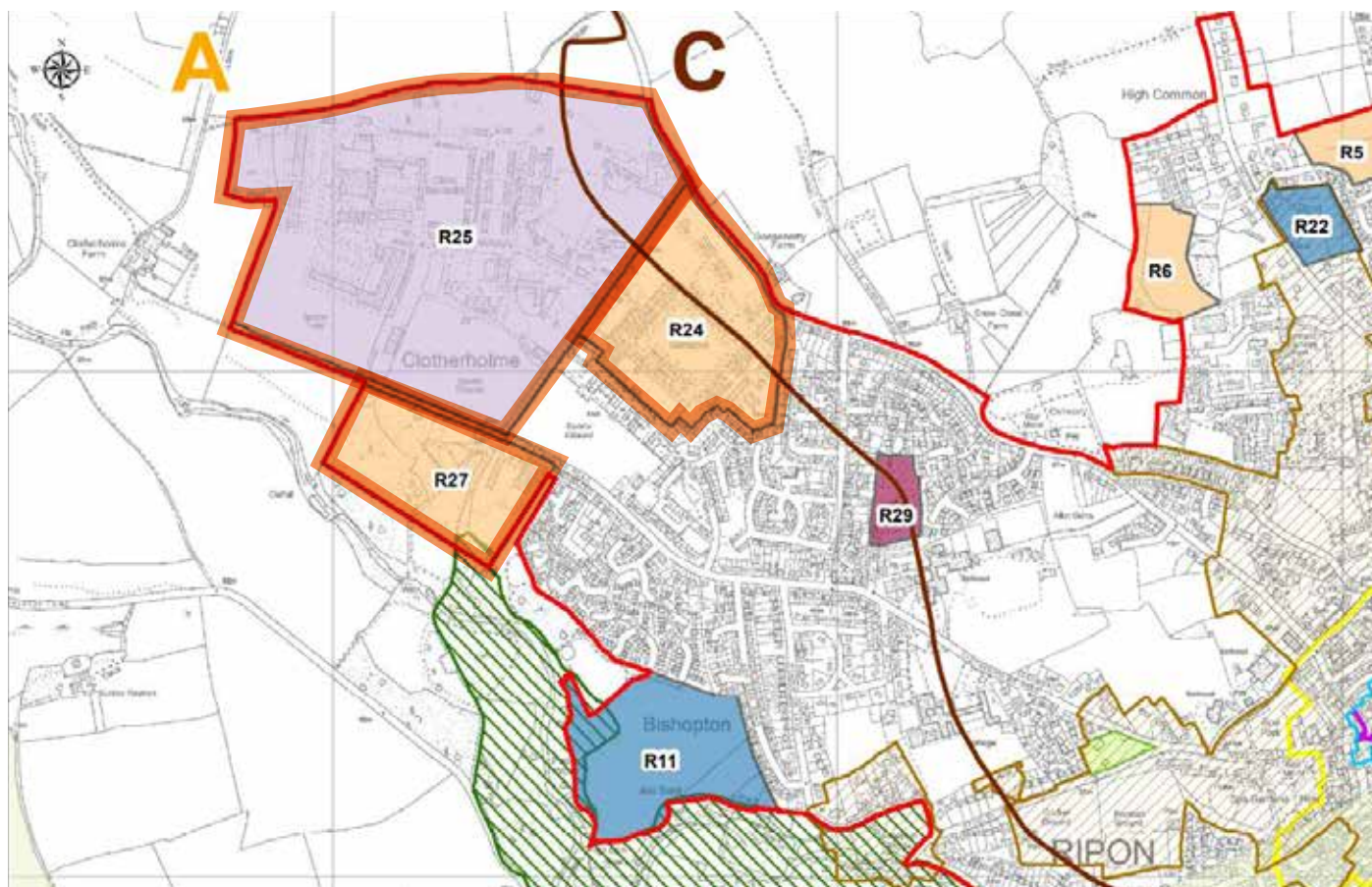
- A minimum of 14,049 new homes, including affordable housing;
- Six Gypsy and Traveller pitches; and
- A minimum of 38 ha of new employment land"

The figures provided in Draft Policy GS1 are underpinned by supporting work undertaken in the 2016 Strategic Housing Market Assessment (SHMA) and 2017 Housing and Economic Development Needs Assessment (HEDNA). Draft Policy GS2 outlines the "Growth Strategy to 2035" for the Borough. The policy outlines the principles which will determine the location of development. Where possible, development will be steered towards settlements which are well served by the public transport corridor and be guided by the settlement's role and character, relationship to

public transport, the need to deliver new homes and employment and the need to maintain and enhance rural settlements.

New development will be located in line with the hierarchy outlined in the policy; the main settlements of Harrogate, Knaresborough and Ripon, Local Service Centres, Primary and Secondary Villages and Smaller Villages. Policy GS3 “Development Limits” outlines that a development boundary will be drawn around each settlement listed in Policy G2. The development limit for Ripon includes the three sites in the ownership of the Defence Infrastructure Organisation (shown below).

- DIO sites
- Commitment - Housing
- Commitment - Mixed Use
- Draft Allocation - Housing (Policy DM1)
- Draft Allocation - Mixed Use (Policy DM3)
- Draft Development Limit (Policy GS3)
- Conservation Area (HP2)
- Sites of Importance for Nature Conservation (SINCs) (Policy NE3)
- Potential Subsidence Arising from Gypsum Dissolution (Policy NE9)
- Primary Shopping Area (Policy EC5)
- Secondary Shopping Frontage (Policy EC5)
- World Heritage Site Buffer (Policy HP2)
- Town Centre Boundary (Policy EC5)
- Special Landscape Area (NE4)



Main Settlements and Local Service Centres, Publication Draft Local Plan 2018

Policy GS5 “Supporting the District’s Economy” of the Publication Draft Local Plan seeks to support indigenous businesses and promote inward investment to the Borough. Key sectors including creative and digital, scientific research and development, financial and professional services and logistics will specifically be supported by providing and protecting a range of employment sites across the Borough.

Draft Policy GS6 “Sustainable Development” states that the Council will take a positive approach to supporting sustainable development in line with the National Planning Policy Framework (NPPF) and to “secure development that improves the economic, social and environmental conditions in the area”.

In accordance with the NPPF Policy GS7 seeks to ensure development will limit negative impacts on health and wellbeing of residents by ensuring high quality public realm, providing a sufficient and appropriate mix of homes in accessible locations, providing high levels of residential amenity, supporting community and green infrastructure and avoiding the risk of pollution.

### Employment

Draft Policy EC1 “Protection and Enhancement of Existing Employment Areas” states that employment areas should be protected and identifies a range of sites which are to be protected, are to be protected once developed as employment sites or proposed mixed-use developments, the employment element of which will be protected once developed. One of the sites owned by the DIO, R25: Claro Barracks, Ripon is included in the latter category.

Draft Policy EC1 will permit the redevelopment of employment land to non-B class uses only where certain criteria are met, such as the proposals not resulting in a detrimental impact on employment land supply, would not impact a key employment site in the local area and there would be no impact on local amenity. The redevelopment of other employment sites not identified in Draft Policy EC1 will be resisted and when considered, will be judged against a number of criteria such as demand, employment land supply and viability.

### Housing

Draft Policy HS1 “Housing Mix and Density” outlines the Council’s approach to the variety and density of residential dwelling in the Borough. It also outlines that the Council will seek a balanced delivery of housing across the Borough in line with the findings of the Housing and Economic Development Needs Assessment (HEDNA) including the delivery of a range of housing types and sizes to meet market demand. Residential development should be informed by the most recent HEDNA and be informed by local need, market assessments and the ability of the site to meet a mix of housing types. The mix of housing types is subject to negotiation, however, applicants should support their negotiations with evidence.

Draft Policy HS1 also outlines that 25% of dwellings on sites of 10Ha or more should be built to accessible and adaptable standards (subject to viability) and that housing density should be a minimum of 30 dwellings/ Ha with the exception of sites in the centre of Harrogate, Knaresborough and Ripon where good transport links allow for higher densities.

Draft Policy HS2 details the Council’s approach to Affordable Housing which states “The council will require 40% affordable housing on all qualifying greenfield developments including mixed use schemes and 30% on all qualifying brownfield developments including mixed use schemes and conversions, subject to viability and the demonstration of the need for affordable housing”. For sites providing 11 or more dwellings or in excess of 1,000sq.m gross residential floorspace, on-site provision will be expected. On smaller sites, a contribution for affordable housing will be sought.

The final mix of dwelling types and tenure will be secured by negotiation. Affordable units will be expected to be distributed across the development, well integrated into the wider scheme and indistinguishable in type, scale and layout from market units. Permission should be refused where a larger site has been sub-divided to avoid the need to provide affordable housing.

Draft Policy HS5 “Space Standards” outlines the minimum space standards for residential development in the Borough.

### Transport and Infrastructure

Draft Policy TI1 “Sustainable Transport” outlines the Council’s commitment to work with third parties to develop and improve transport across the Borough, including seeking to reduce congestion in Ripon. The policy also seeks to improve public transport, foster sustainable travel patterns, locate development, where possible, along the key public transport corridor and improve accessibility in rural areas.

Draft Policy TI2 “Protection of Transport Sites and Routes” seeks to protect strategic sites and transport corridors. This includes the former Harrogate-Ripon-Northallerton railway line, protected for potential future use as a sustainable transport route.

Draft Policy TI3 “Parking Provision” outlines that there is an overall need to reduce the reliance on private cars while acknowledging that appropriate safe provision for parking should be provided in new developments. Such provision should be in line with North Yorkshire parking standards.

Draft Policy TI4 “Delivery of New Infrastructure” outlines that “Depending on the nature and scale of development proposed, and subject to viability, developers will be expected to make reasonable on-site provision and/or off-site provision and/or contributions towards infrastructure and services in order to cater for the needs generated by development”.

### Climate Change

Draft Policy CC1 “Flood Risk and Sustainable Drainage” states that “Development proposals will not be permitted where they would have an adverse effect on watercourses or increase the risk of flooding elsewhere”. The policy goes on to outline the requirements for when a Flood Risk Assessment I required and the contents of such assessments in line with the NPPF and details of Sustainable Drainage Systems (SuDS).

Draft Policy CC2 relates to development affecting or adjacent to Rivers. Development should have regard to various elements of legislation including River Basin Management Plans and the Water Framework Directive

and should include buffer zones to protect wildlife and habitats.

Draft Policy CC4 provides significant detail on “Sustainable Design”. The policy includes requirements for energy efficiency, support for passive design, lighting and the provision of energy statements.

### Heritage and Placemaking

Draft Policy HP2 relates to development affecting “Heritage Assets” in the Borough and states that “Proposals for development should protect and, where appropriate, enhance those elements that contribute to the significance of the district’s heritage assets. Special regard will be had to those aspects of the historic environment which are of particular importance to the distinctive character of the district”. Proposals will be permitted where they meet a number of criteria including providing a full assessment of significance and impact and protecting listed buildings and their settings and conservation areas.

With particular relevance to the sites controlled by the DIO is the policy in relation to the World Heritage Site which states that development must “Ensure that any development that would have an impact on the world heritage site or its setting will conserve, and where appropriate, enhance those elements that contribute towards its Outstanding Universal Value. Particular attention will be paid to the protection of key views and vistas from the Georgian pleasure grounds and there will be a strong presumption against tall or very large buildings within the world heritage site or its visual setting. Within the World Heritage Site Buffer Zone applicants will be required to demonstrate that their scheme will not harm those elements which contribute to the Outstanding Universal Value of the world heritage site”.

Draft Policy HP3 seeks to protect “Local Distinctiveness” by requiring that development should have regard to the local area, respond positively to residential density, recognise the need for green infrastructure, local environmental factors and local context of its surroundings.



Draft Policy HP4 “Protecting Amenity” outlines the means by which local amenity must be protected including from overlooking, loss of light, vibration, fumes, odour noise and other disturbance.

Draft Policy HP6 “Protection of Existing Sport, Open Space and Recreation Facilities” outlines the circumstances under which the loss of existing facilities may be lost:

- 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; or
- ii. A satisfactory replacement facility is provided in a suitable location, accessible to current users, and at least equivalent in terms of size, usefulness, attractiveness and quality; or
- iii. The land is incapable of appropriate recreational use due to its size, location and physical conditions; or
- iv. 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”

In addition, any loss of facilities which meet the above criteria must not harm the local distinctiveness of the area.

Draft Policy HP7 “New Sports, Open Space and Recreation Development” outlines the requirement for new development to provide a range of facilities and provision as follows:

- i. “Parks and gardens: 0.15 ha per 1000 people.
- ii. Natural and semi-natural greenspace: 4.07 ha per 1000 people.
- iii. Amenity greenspace: 1.63 ha per 1000 people.
- iv. Provision for children and young people: 0.13 ha per

1000 people.

- v. Allotments and community gardens: 0.35 ha per 1000 people.
- vi. Outdoor sports facilities: 1.16 ha per 1000 people.
- vii. Cemeteries, disused churchyards and other burial grounds: 0.5ha per 1000 people”

Draft Policy HP8 “Protection and Enhancement of Community Facilities” restricts development which would lead to the loss of community facilities (such as schools, post offices and village halls) apart from where the ongoing use would cause an unacceptable planning issue, a replacement facility will be provided or the ongoing use is shown to be unviable. Development which would improve existing facilities will generally be supported.

Draft Policy HP9 “Provision of New Community Facilities” permits new community facilities where there is a demonstrable local need and subject to a number of criteria such as the scale and nature of development being appropriate to the location, there being no adverse impacts on residential amenity and all alternative reuse options having been exhausted.



## RIPON CITY NEIGHBOURHOOD PLAN

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The parish of Ripon, Ripon City, formed a neighbourhood forum and announced its intention to prepare a Neighbourhood Plan under the Neighbourhood Planning (General) Regulations 2012. The Neighbourhood Plan boundary between 28 September and 9 November 2012. On 12 December 2012 Harrogate Borough Council confirmed that the Neighbourhood Plan area proposed by the forum was justified and appropriate, allowing Ripon City Council (RCC) to begin work on the Ripon City Neighbourhood Plan (RCNP).

RCC undertook a number of consultation events in order to determine the issues to be addressed as part of the RCNP and the options for addressing these issues. Key themes which emerged from these consultations included access and transport, the local economy, the natural environment, public realm, health, education and tourism.

A Draft RCNP was issued for consultation between 19th September and 23rd December 2016. The responses to this consultation were analysed in early 2017 and additional policy work undertaken. RCC are seeking to submit the RCNP to HBC for approval in 2018. The most recent draft of the RCNP is the Proposed Submission Plan issued for consultation in 2016. The policies relevant to the DIO sites are outlined below:

Draft Policy A.1 “Sustainable Development” reiterates the importance of the principle of sustainable development as outlined in the NPPF and Harrogate Borough development plan.

Draft Policy A.2 outlines the importance of landscape character in and around the City. The valleys of the rivers Ure, Skell and Laver are to be protected and development assessed through the means of a Landscape Visual Impact Assessment (LVIA).

Draft Policy A.3 relates to Biodiversity and Ecology which will be safeguarded from development and green infrastructure promoted within the City.

Draft Policy A.4 highlights the issue of Flood Risk and states that “Development proposals will not be permitted where they would have an adverse effect on watercourses or increase the risk of flooding elsewhere”. Flood Risk Assessments will be sought in line with

national policy and legislation.

Ripon’s skyline will be protected by Draft Policy A.5 which requires that any development on previously undeveloped land and which is taller than neighbouring buildings will be required to provide an assessment of the proposed development’s impact on the skyline of Ripon.

Draft Policy A.6 seeks to restrict development on unstable land such as that within Area C of the Potash Risk Map include in the Harrogate Local Plan.

Section B of the Proposed Submission Draft Neighbourhood Plan provides area-specific policies. Draft Policy B.3 relates to the Clouterholme Area as follows: “That area of the entire military estate appropriate for comprehensive redevelopment is shown on the Policies Map as a Regeneration Area for what will become a new urban village, Clouterholme. A masterplan shall be prepared for the Regeneration Area by the Local Planning Authority, the Neighbourhood Planning Body and the Defence Industry Organisation (and/or its successors) that has regard to:

- an urban design strategy for the area
- a green infrastructure strategy for the area
- retention of existing military premises (to be specified) for employment, community, education and recreational purposes in the Claro Barracks built up and technical areas
- retention of existing sports fields for creation of a sporting village
- incorporation of the military roads between Kirkby Road, Clouterholme Road and Galphay Lane into the public highway network
- mix, tenure and size of new dwellings
- archaeological investigation of the military occupation of the area
- the precautionary allocation of a site (of not less than 1.6 hectares) for a primary school
- the allocation of a site for local shopping and associated community facilities
- the physical measures required to enable phased release of land and premises from military use
- management of the future maintenance, conservation and enhancement of the remaining open land and woodland within the military estate beyond the Regeneration Area.”

Draft Policy B.4 “Clotherholme Development Strategy” provides further guidance on the development of the Clotherholme site:

“In the event of a phased release of the military estate, applications for planning permission should have regard to the following:

- the masterplan prepared as a requirement of Policy B.3
- financial contribution toward the provision of new off-site highway infrastructure and traffic management measures required to alleviate the effects of additional traffic upon the city centre as generated by the development
- the release of the military sports fields along Clotherholme Road
- upon the release of the former Deverell Barracks:
  - the opening to public use (and adoption) of the highway between Clotherholme Road and Kirkby Road (formerly known as Chatham Road) and the financing of any costs required to bring this highway to adoptable standards
  - the retention and conservation of an example timber barrack block as a heritage asset regarding the history of the Ripon Camp
- upon release of land and buildings south of Clotherholme Road and the Laver Banks training grounds:
  - a management plan for the maintenance, conservation and enhancement of woodland, open land and riparian environments south of Clotherholme Road and within the Laver Banks training grounds and the financing of any costs for measures arising from the management plan
- upon release of the Claro Barracks built up and technical areas:
  - the opening to public use (and adoption) of the existing military highway, including the River Laver bridge, to Galphay Lane and the financing of any costs required to bring this highway to adoptable standards and improvements as may be required to the junction of Galphay Lane and Studley Road (B6265)

Draft Policy E.2 “Type, Mix and Density of New Market Homes” outlines the requirements for residential development in Ripon. Sites of 10 or more dwellings must contribute towards developing mixed communities and

that a minimum of 30 dwellings per Ha will be required although higher densities will be permitted where appropriate.

Draft Policy F.2 seeks to protect open space while Draft Policy F.3 permits the loss and replacement of public open space, subject to the replacement provision being acceptable.

Draft Policy F.5 permits the extension of education facilities in the Borough if school age population grows sufficiently to justify such development.

Draft Policy J.1 seeks to ensure appropriate contributions are sought from developers in order to mitigate and manage the impacts of new developments.

# 4 ANALYSIS OF RIPON AND THE SITE

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This chapter provides an understanding of Ripon and the site as they are today. An overview of landscape heritage designations is provided. Land uses and community facilities and existing connections of Ripon and the site are discussed.

A site specific analysis is provided and focuses on topics including landscape and ecology, heritage, visual amenity, water features, topography and transport. The chapter summarises the above information as opportunities and constraints.





## CONTENTS

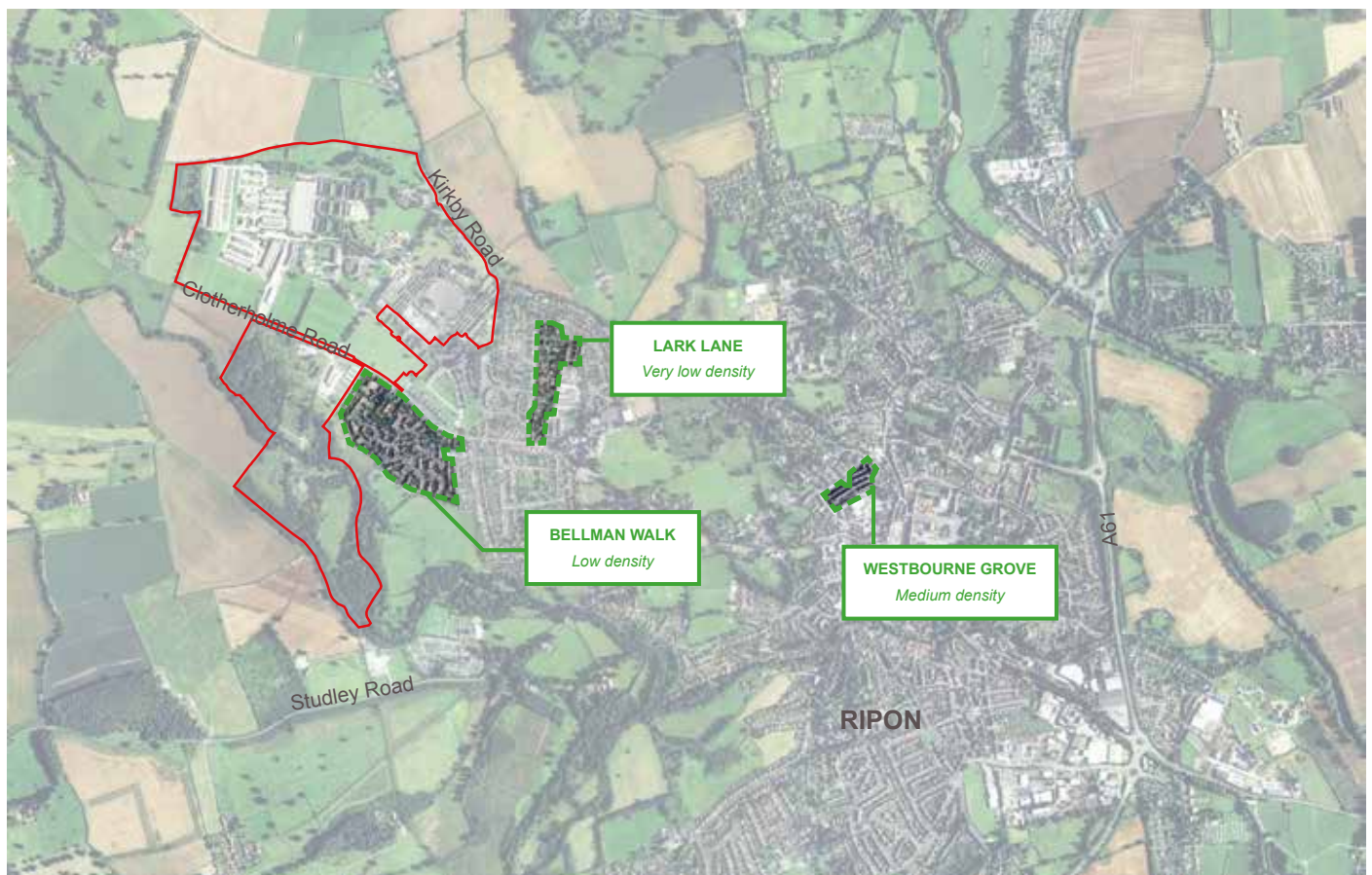
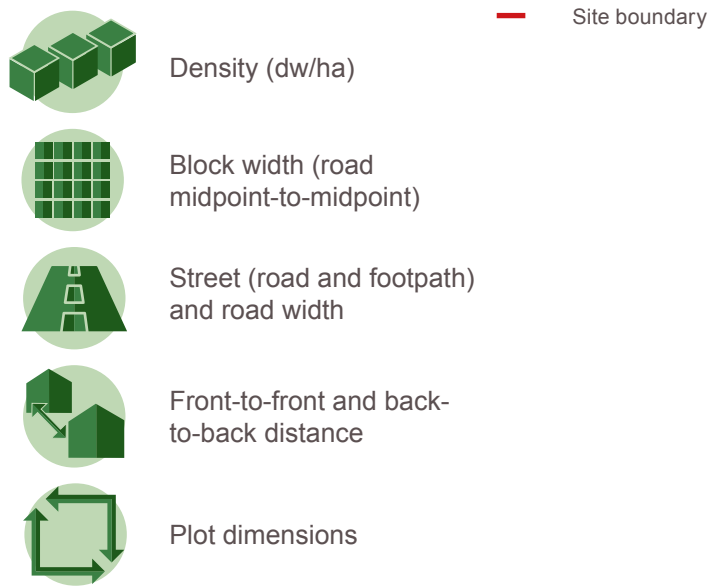
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- + AREA CHARACTER
- + LANDSCAPE AND HERITAGE DESIGNATIONS
- + LAND USES, AMENITIES AND COMMUNITY FACILITIES
- + ACCESS AND MOVEMENT
- + SITE LEVEL LANDSCAPE ANALYSIS
- + SPORTS PROVISION ANALYSIS
- + SITE ECOLOGY
- + SITE TOPOGRAPHY
- + SITE LEVEL WATER AND FLOOD RISK
- + SITE LEVEL VISIBILITY AND VISUAL AMENITY
- + SITE BUILDING HEIGHTS
- + OTHER KEY FEATURES OF THE SITE
- + SUMMARY OF SITE CONSTRAINTS
- + SUMMARY OF SITE OPPORTUNITIES

## AREA CHARACTER

As detailed in the previous section on the historical development of the site and its context, the surrounding settlement has been extended steadily through time. This has resulted in areas of varying built form, typologies, architectural styles, and streetscapes. A study of three different density areas has been conducted to assess how the existing settlement creates distinct place identities, as well as the appropriate density bands for the new development. These examples offer useful “best practice” lessons in relation to typologies, streetscapes, and block layouts.

Infographics have been used to present key dimensions for each character area:



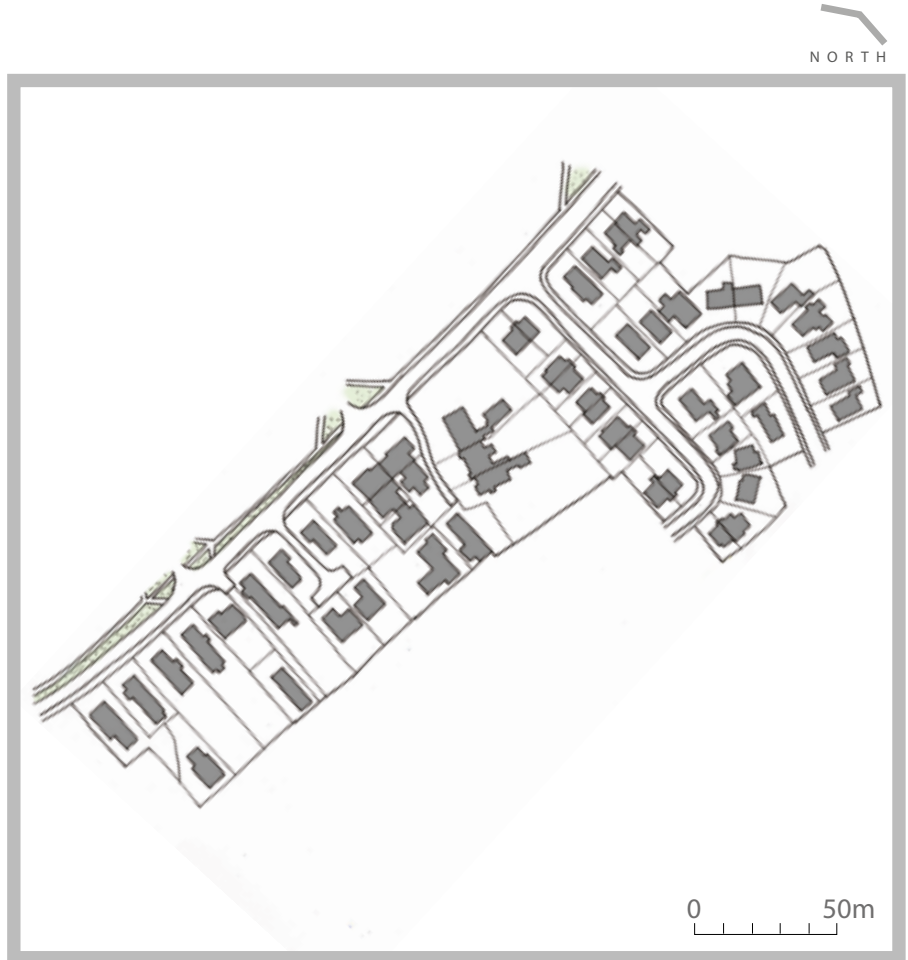
Location plan showing character study areas








## LARK LANE

Key features of Lark Lane can be summarised as follows:

- Mix of detached bungalows and semi-detached housing constructed in the 1950s-1960s
- Varied building materials, including buff brick, whitewash and yorkstone
- Large plot sizes create a loose block layout
- Significant setback from street gives properties ample defensible space for a front garden and on-plot parking
- Hedges and low walls used to demarcate private and public realms, giving each property privacy
- Some dropped kerbs to allow easy access to driveways
- Public realm landscaping along parts of the street (such as green verges and small trees)



Plan of Lark Lane study area

- 
**Very low (19 dw/ha)**
- 
**71m**
- 
Street: **9.6m**  
Road: **5.3m**
- 
Front-to-front: **21-27m**  
Back-to-back: **20-33m**
- 
**13.5m x 35m**



Public realm landscaping includes green verges and trees



Yorkstone used in some properties








## BELLMAN WALK

Key features of Bellman Walk are:

- Recent development of 2-2.5 storey detached houses
- Organic street layout but many cul-de-sacs which affects legibility and permeability
- Non-uniform plot shapes, staggered placement of properties, and winding roads help to increase plot area, reduce road area and prevent a monotonous streetscape
- All properties use red and buff brick but by having different architectural styles, varying uses of the two bricks, and architectural details, visual interest is ensured throughout the development
- Low density but properties placed in clusters, creating intimacy and providing space for public amenity spaces
- Minimal negative frontages as buildings are oriented to turn corners and use of street planting



Plan of Bellman Walk study area

- 
**Low (28 dw/ha)**
- 
**78m**
- 
Street: **9.7m**  
Road: **5.2m**
- 
Front-to-front: **21-27m**  
Back-to-back: **23-41m**
- 
**9m x 31m**



Varying architectural style using same building materials



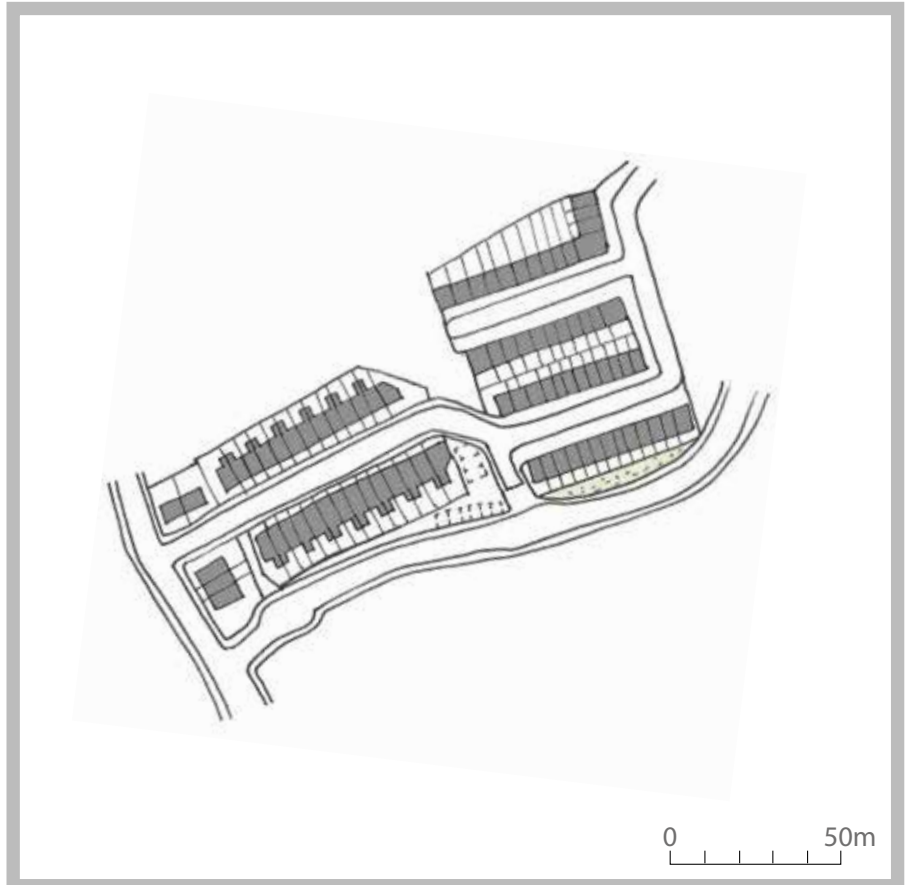
Ample defensible space, incorporating front garden and parking




## WESTBOURNE GROVE

Key features of Westbourne Grove are:


- Linear street with Victorian terraced housing
- Faded red brick with terracotta tiles used for window and door frames: variations in architectural details to create visual interest
- Bay windows and dormer windows are consistently repeated along the street to create a cohesive streetscape
- Small defensible space and strong building line allows buildings to frame the street
- All parking in designated on-street parking bays, resulting in a single lane road
- No public realm landscaping due to narrow street width
- Less privacy due to intimate relationship between buildings and between buildings and the street
- Negative frontage along short edge of block (blank side wall of house)




Plan of Westbourne Grove study area




**Medium (51 dw/ha)**




**53.5m**



Street: **9.8m**  
Road: **5.8m**



Front-to-front: **9m**  
Back-to-back: **10.2m**



**9.8m x 18.8m**



Repeated building features: different colours used for visual interest



Strong and consistent building line contains the street












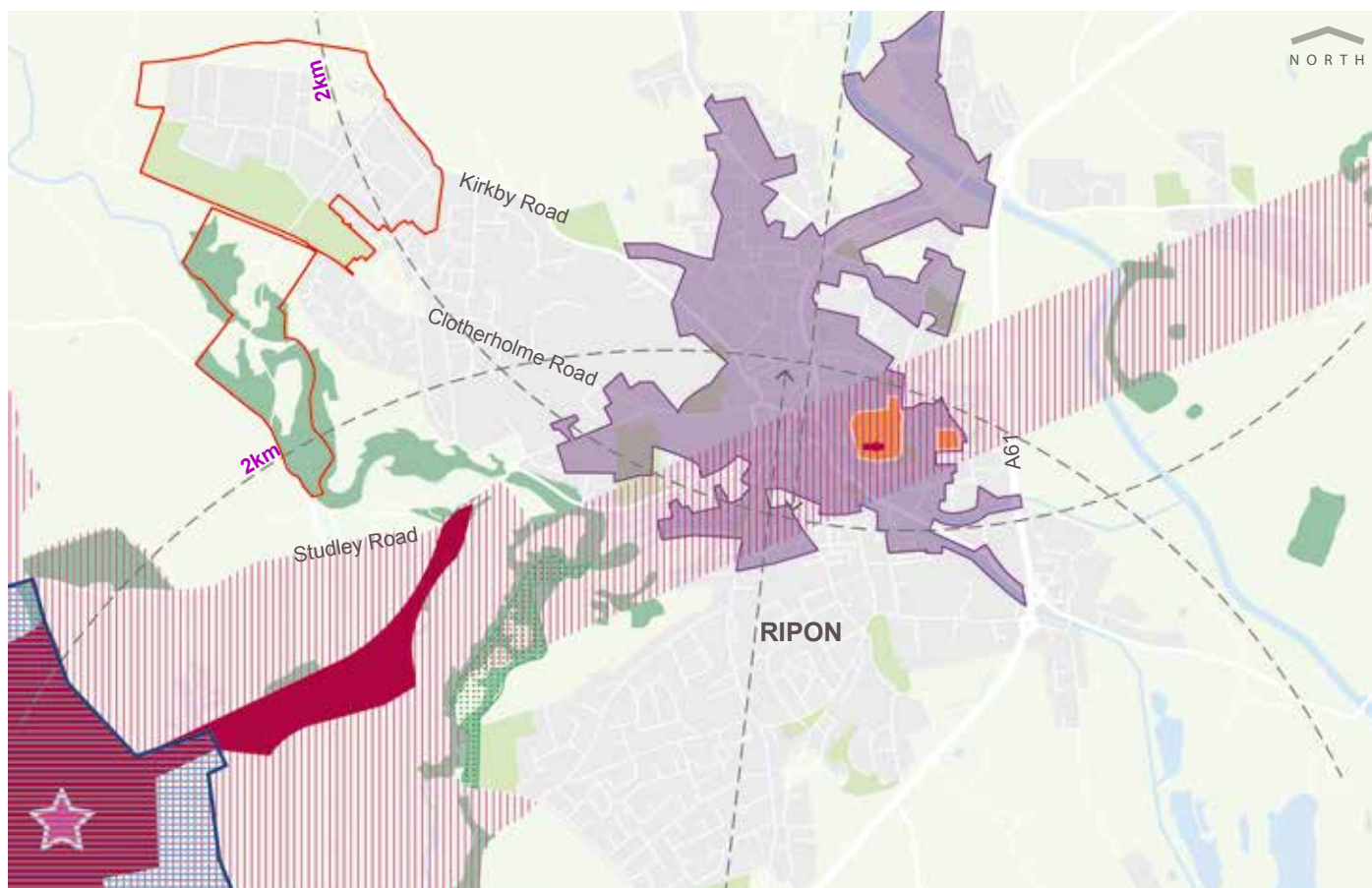
## LANDSCAPE AND HERITAGE DESIGNATIONS

### RIPON

Given its long-standing history, much of Ripon's historic core is designated as a conservation area. Within the city centre is the Grade I listed Ripon Cathedral. Other significant heritage designations in the surrounding area include Fountain's Abbey and Studley Park - a World Heritage Site, which is located to the southwest of Ripon; its buffer zone passes through the centre of Ripon.

There are also several important natural designations in Ripon's vicinity. Nidderdale Area of Outstanding Natural Beauty (AONB) lies to the southwest of the site, and much of the city- including the northeastern part of the site - lies within Site of Special Scientific Interest (SSSI) impact risk zones. Hell Wath Local Nature Reserve along the River Skell is also located to the southwest of Ripon.

-  Site boundary
-  Area of Outstanding Natural Beauty
-  Local nature reserves
-  Site of Special Scientific Interest impact risk zones
-  World Heritage Site
-  World Heritage Site buffer zone
-  Grade I listed buildings, parks and gardens
-  Scheduled ancient monument
-  Conservation area



Landscape and heritage designations in and around Ripon

## THE SITE

The site lies within the 2km Impact Zone of two SSSIs: Cow Myers to the north west and Ripon Parks to the north east. It also lies just north Studley Park - both a World Heritage Site and Grade I listed park - and its associated the buffer zone.

An area of woodland priority habitat and priority habitats are located within and adjacent to the Laver Banks site. There are no local nature reserves on the site.

There are no listed buildings or parks and gardens within the site itself. However, there are several Grade II listed buildings within the site's vicinity. Of particular note are Gooseberry Farmhouse and its associated barn near the site's northeastern corner on Kirkby Road. It should be noted that from initial research there are no archaeological constraints to development of the site.

Development of the site presents no impact on the northern part of Studley Royal Park World Heritage Site due to the lacuna of built development in the south of the site.



















Landscape and heritage designations in the site's immediate context

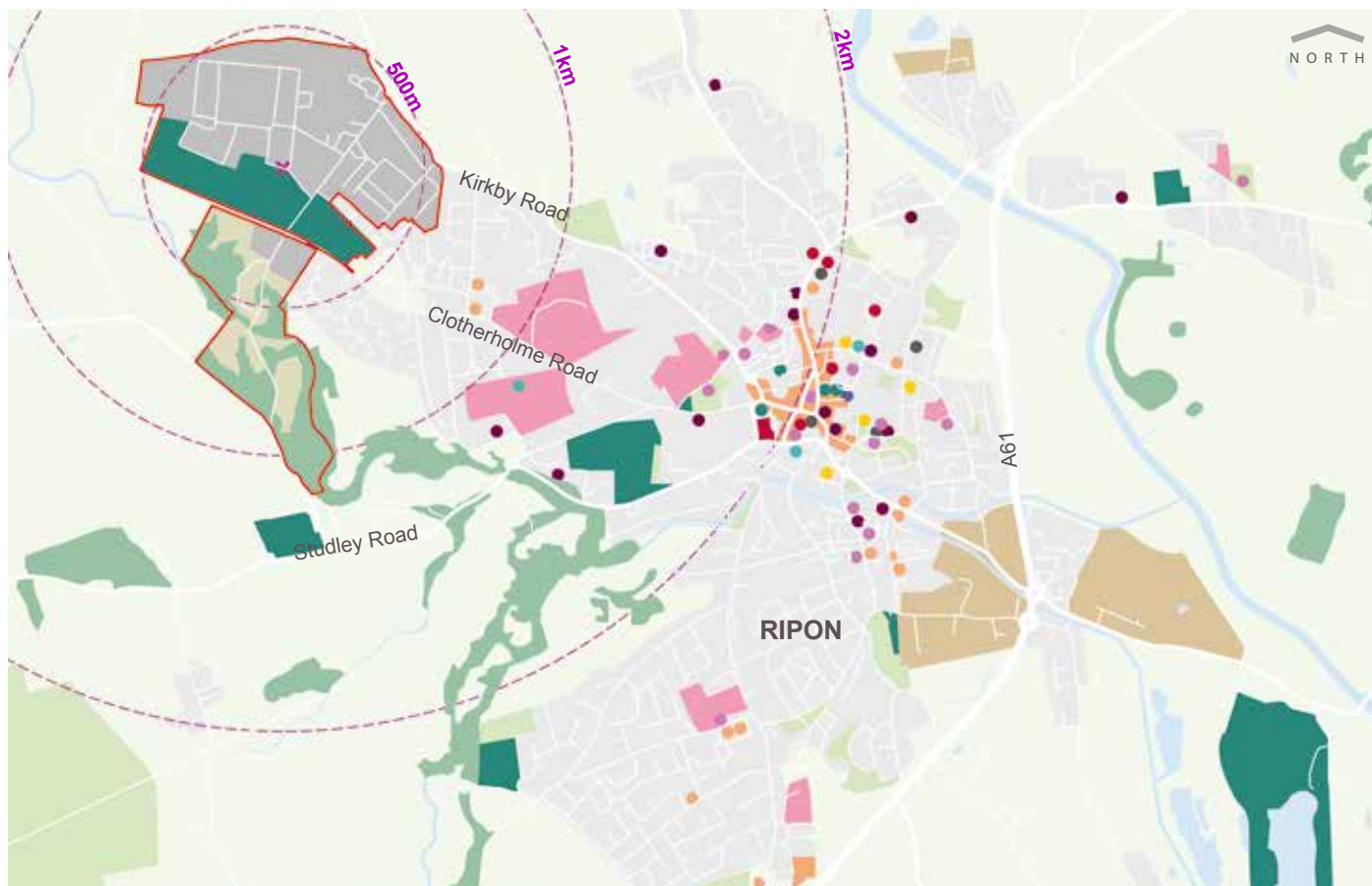
## LAND USES, AMENITIES AND COMMUNITY FACILITIES

### RIPON

The predominant land use in Ripon is residential, with the city centre containing much of its commercial and retail uses. There are also several religious institutions - including the 11th century Ripon Cathedral - located both within the city centre and in its suburbs. In terms of educational facilities, Ripon has a range of infant and primary schools and two secondary schools: Ripon Grammar School and Outwood Academy Ripon. Both of these are located within 2km, or a 20 minute walk, of the site.

For employment, there are two large industrial estates located around the A61 roundabout to the southeast of Ripon. There are also several hotels/B&Bs located around Ripon to cater for the local tourism industry.

-  Site boundary
-  Distance isochrones
-  Library
-  Places of worship
-  Residential
-  Museum
-  Health
-  Community
-  Hotel/B&B
-  Sports
-  Education
-  Civic
-  Military
-  Military training ground
-  Industrial estate
-  Retail/commercial



Land uses in and around Ripon



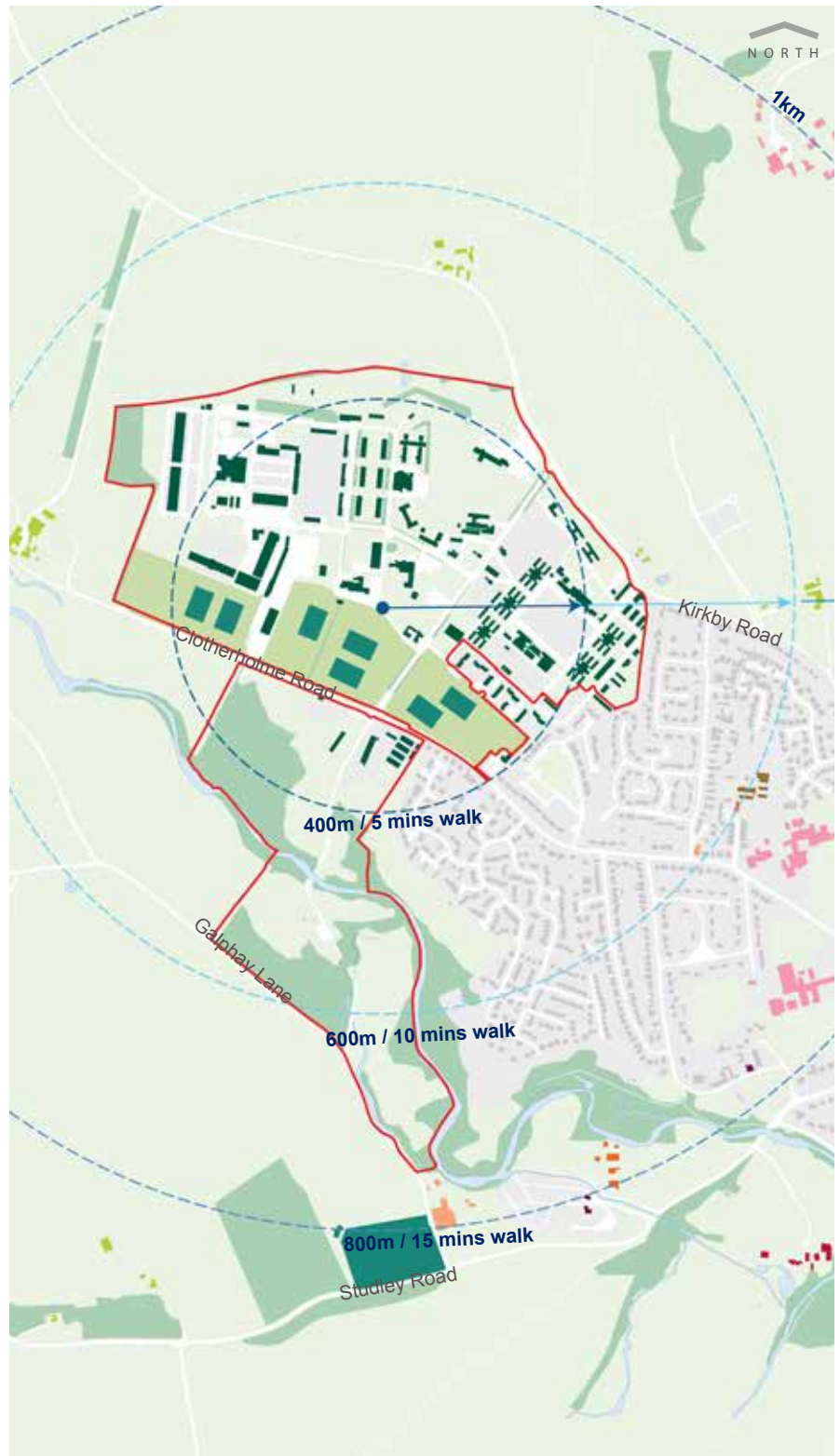
## THE SITE

The site today is solely military in terms of its land use, including barracks, staff accommodation and facilities and a military training facility on the Laver Banks site.

The site sits adjacent to the western edge of a residential suburb area of Ripon. This suburb includes auxiliary services for the community, such as a Co-op convenience store and two secondary schools: Ripon Grammar School and Outwood Academy Ripon, all of which are within walking distance of the site.

Around its northern, western and southern boundaries, the site is surrounded by agricultural land and farmhouses. It comprises mostly of arable farmland with some livestock rearing.

- Site boundary
- Education
- Military
- Commercial
- Retail
- Hotel/B&B
- Sport
- Vacant
- Agricultural
- Veterinary
- Residential



Land uses in the site's immediate context

## ACCESS AND MOVEMENT : ROADS






### RIPON

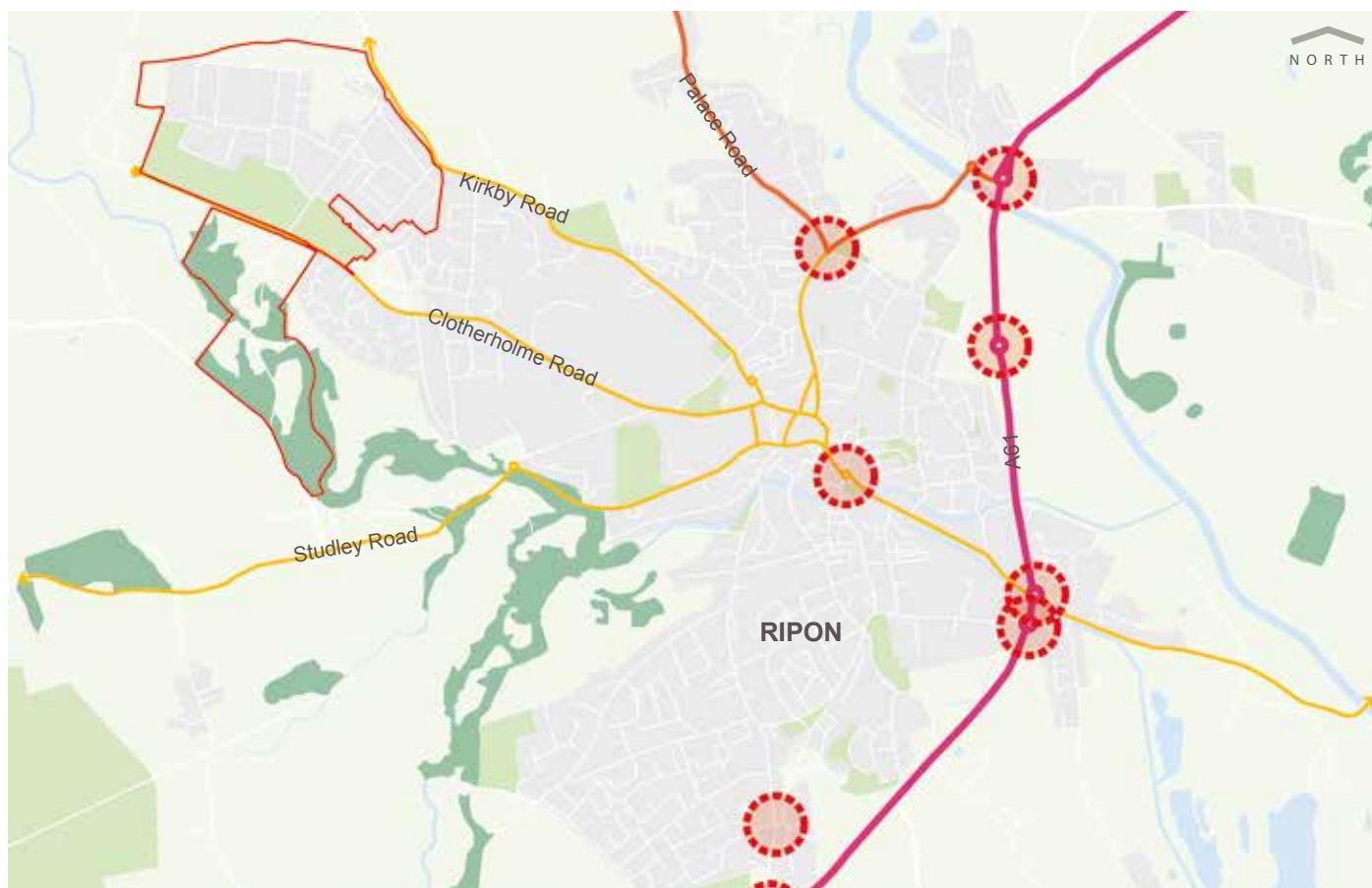
Ripon is well served by the regional road network. The primary A61 road runs along the eastern settlement boundary and connects the site to Harrogate to the south, as well as York, Leeds and Bradford via the A1(M) motorway.

In terms of the local road network within the city itself, many of the roads within the city centre are one-way. This is largely due to the city's historic, narrow street network.

An analysis of the wider road network, surrounding and within Ripon, has identified potential network constraints points. These are mostly concentrated around roundabouts along the A61 and junctions between local roads.

Mitigation measures will be provided as part of the emerging proposal for Clotherholme Urban Village to ensure any identified constraints are addressed appropriately.

-  Site boundary
-  Primary Route (A61)
-  Main roads
-  Secondary roads and roads connecting to site
-  Identified potential network constraints



Local road network of Ripon

## THE SITE

The site is directly connected to the city centre by Kirkby Road and Clotherholme Road, which are both single-lane, two-way carriageways. While Clotherholme Road has footway provision and street lighting along its northern side adjacent to Deverell Barracks, there is no pedestrian provision or street lighting along the northern boundary of the site with Kirkby Road.

Each road has a secured access point into the site. Due to its history as a military site, the site is currently poorly connected to local surrounding roads, with many of them ending in cul-de-sacs at the site boundaries.

Measures to ensure ease of vehicular access and safe movement are set out as part of the design proposals later in this document.



- Site boundary
- Main roads
- Local roads and roads connecting to site
- Secured access points

Road network in the site's immediate context









## ACCESS AND MOVEMENT : PUBLIC TRANSPORT

### RIPON

While the local railway and station where taken out of service in the late 1960s, Ripon is well served by an extensive local bus network. Most of these local bus routes pass through the main bus and coach station in the city centre before travelling on to destinations such as Leeds (1 hour 45 minutes), Harrogate (35 minutes), Knaresborough (1 hour) and York (50 minutes), as well as smaller surrounding towns and villages.

The National Express service also stops at Ripon. It provides a daily service to Newcastle and Durham to the north and London to the south.

-  Site boundary
-  Distance isochrones
-  Ripon Bus and Coach station
-  Bus numbers
-  Bus routes
-  Disused railway and station



Ripon's local bus services and routes

## THE SITE

The site is connected with the local and hinterland bus network. 4 bus routes, as illustrated on the plan opposite, provide direct access to Ripon city centre. Within a 20 minute walk of the site are 2 bus stops.



- Site boundary
- - - Distance isochrones
- 6 Bus numbers
- - - Bus routes
- Bus stops

Bus services in the site's immediate context

## ACCESS AND MOVEMENT : PEDESTRIAN AND CYCLE

### RIPON

Ripon is connected to several Public Rights of Way (PRoW) and major cycling routes, both of which provide access to the surrounding natural landscape.

Two PRoWs pass along the River Ure to the east, while the National Cycle Route 688 provides direct access to Studley Park and the Yorkshire Dales National Park. The Way of the Roses cycle route is the newest of the UK's

coast-to-coast long-distance cycle routes: it passes through Morecambe and Lancaster to the west before passing through the Yorkshire Dales, Nidderdale and Ripon, finally ending in Bridlington on the east coast.

- Site boundary
- National Cycle Route 688
- Way of the Roses cycle route
- Public Rights of Way



Public Rights of Way and national and local cycle routes in Ripon



## THE SITE

Due to its military history, there are no PRow or cycle routes that connect directly to the site for security reasons. However, there are several routes that pass close by or connect to the local roads that bound the site. There is one PRow connecting to the south of Laver Banks which runs along the river east into Ripon. Approximately 1.9km southeast of the site, National Cycle Route 688 runs along Park Street which can be accessed by those residing on the site via Clotherholme Road. Although there are no segregated cycling facilities in the immediate vicinity of the site, Clotherholme Road is a predominantly residential street providing a suitable cycle-friendly route into the city centre.

Design aspirations for Clotherholme Urban Village are to enhance existing and create new public pedestrian and cycle opportunities within and through the site; all of which will connect with local existing routes.



- Site boundary
- National Cycle Route 688
- Way of the Roses cycle route
- Public Rights of Way

Public Rights of Way and cycle routes in the site's immediate context

## SITE LEVEL LANDSCAPE ANALYSIS

### WOODLAND AND TREES

An established copse of trees and woodland areas are present throughout the site. On the northern part of the site are several mature tree groups and avenues of trees, of maple, horsechestnut, whitebeam, beech and cherry species. Some tall groups of poplar tree's provide screening along the northern and eastern end of the site. A significant avenue of lime tree's delineate the main route through the site.

On Laver Banks are expansive areas of woodland belts comprised of conifer trees

A network of mature hedgerows are located around and within the site and provide effective screening from the wider landscape. Partial glimpses in and out of the site are offered through some gaps in the hedgerow network.



- Site boundary
- Existing Trees
- Existing Hedgerows

Existing woodland and trees within the site and its context

## OPEN SPACE AND SPORTS PROVISION

The site is currently in military use and therefore only accessed via permitted entry. An area of playing fields are located on the Claro and Deverell Barracks site which, on occasion, are used by Ripon sports clubs. These fields are of varying maintained quality and partially positioned in area of falling ground, particularly to the west end of Claro. The Laver Banks site is a military training grounds and therefore not open to public access.

A key design approach will be to create a publicly accessible landscape and therefore bring added value and healthy placemaking at Clotherholme Urban Village.



Existing playing fields on site



Private training area at Laver Banks

- Site boundary
- Existing Trees
- Existing Hedgerows
- Existing area of playing fields
- Private training area: no public access



Open space and outdoor sports provision within the site



## SPORTS PROVISION ANALYSIS

PRP conducted an open space assessment of Ripon to assess the potential need for new outdoor sports facilities. Harrogate District Council's (2011) Sport, Recreation, Open Space and Village Halls Study concluded that Ripon has a 4.39ha deficit of outdoor sports facilities - calculated on the basis of 1.63ha required per 1,000 population. The study assumed an existing quantum of 5ha sports provision on the site.

However, PRP's assessment found that the adopted SPD to the Local Plan (2016) applies a lower standard of 1.16ha per 1,000 population. Using this standard yields a surplus of 4.72ha of sports provision

between existing and required areas. If existing and potential future publicly accessible primary and secondary school sports facilities are also included, this figure rises to 18.22ha.

Therefore, it is suggested that Ripon is better served by existing outdoor sports facilities than the Harrogate District Council's (2011) Sport, Recreation and Open Space and Village Halls Study indicates, especially if a more flexible approach to the use of school facilities is adopted.

In line with current open space policy standards of 1.16ha per 1,000

people, the emerging proposals for the site generates a sports need of 3.76ha. The proposals should therefore aim to reprove in excess of the need generated by the new development.

— Site boundary  
● Outdoor sports facilities



Outdoor sports facilities in Ripon

## EXISTING SPORTS PROVISION

The site is currently in military use and therefore only accessed via permitted entry. An area of playing fields are located on the Claro and Deverell Barracks site which, on occasion, are used by Ripon sports clubs.

While the area of the playing fields is 11.29ha, the total area of actual usable sports pitch is 4.75ha. The new development will therefore reprovide this quantum along with an appropriate run-off area as recommended by Sport England.



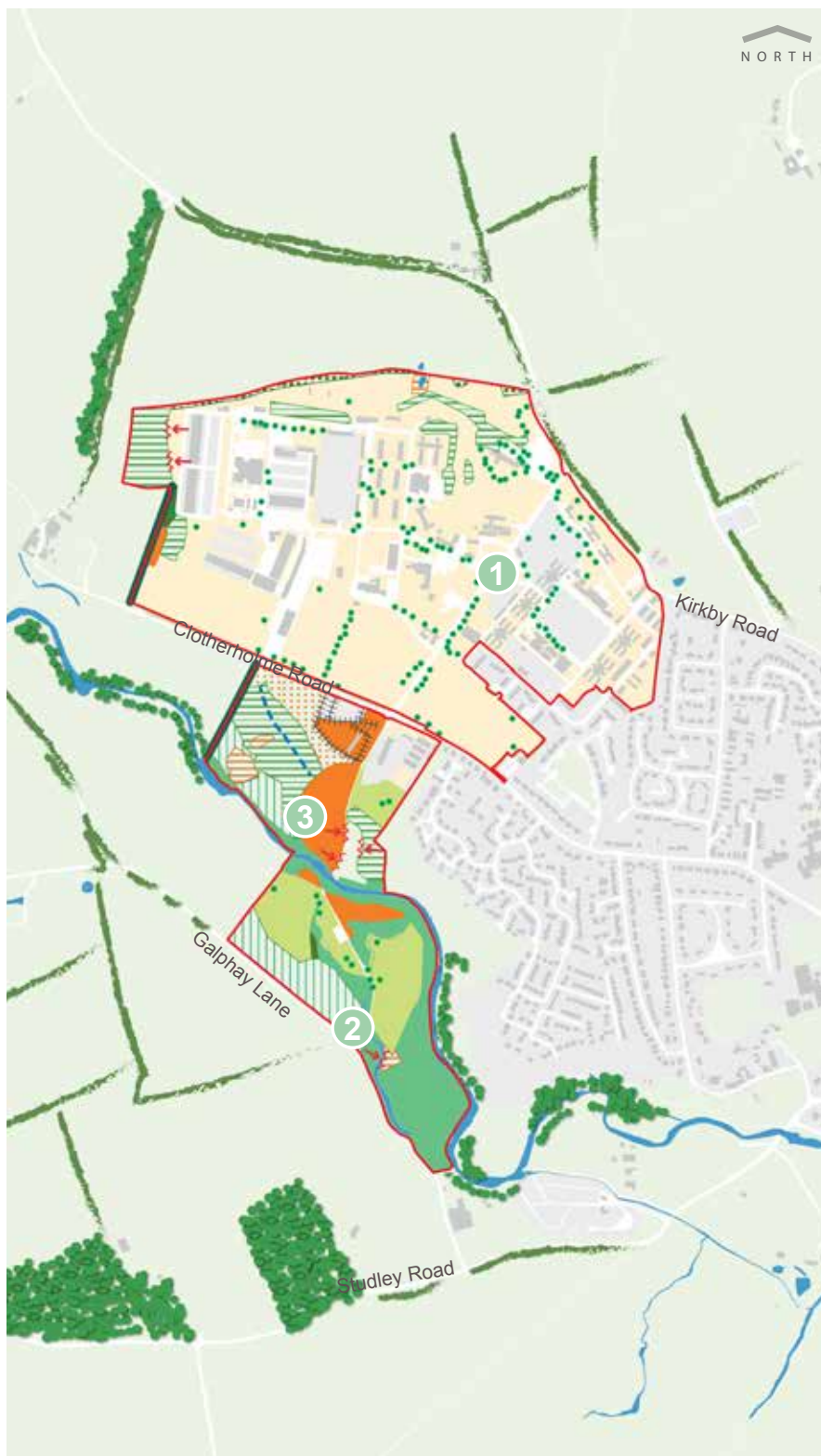
- Site boundary
- Existing sports pitches
- Existing playing field area

Existing sports provision within the site

## SITE ECOLOGY

The Ecology Appraisal has identified that the Barracks support mostly widespread and ubiquitous habitats of low intrinsic nature conservation importance, with the possible exceptions of the single waterbody present in Claro Barracks and boundary habitats including an area of broadleaved woodland. However, the more species-rich grasslands and riparian woodland along the River Laver are of higher nature conservation importance. The habitats presented within the study site have the potential to support a range of protected and notable species including; great crested newt, bats, reptiles, nesting birds, badger, otter, and white clawed crayfish.

- Site boundary
- ⚡ Not accessed land
- Dry ditch
- Scattered trees in site
- Existing trees outside site
- Existing hedgerows outside site
- Water
- HH Fence
- Species poor intact hedge
- Other tall herb and fern - ruderal
- Broadleaved woodland - plantation
- Broadleaved woodland - semi-natural
- Calcareous grassland - semi-improved
- Coniferous woodland - plantation
- Cultivated/disturbed land - amenity grassland
- Neutral grassland - semi-improved
- Scrub - dense/continuous
- Scrub - scattered
- Poor semi-improved grassland
- Hardscape



Ecological features within the site





Existing tree lined street along Chatham Road



Broadleaved woodland (semi-natural) in Laver Banks










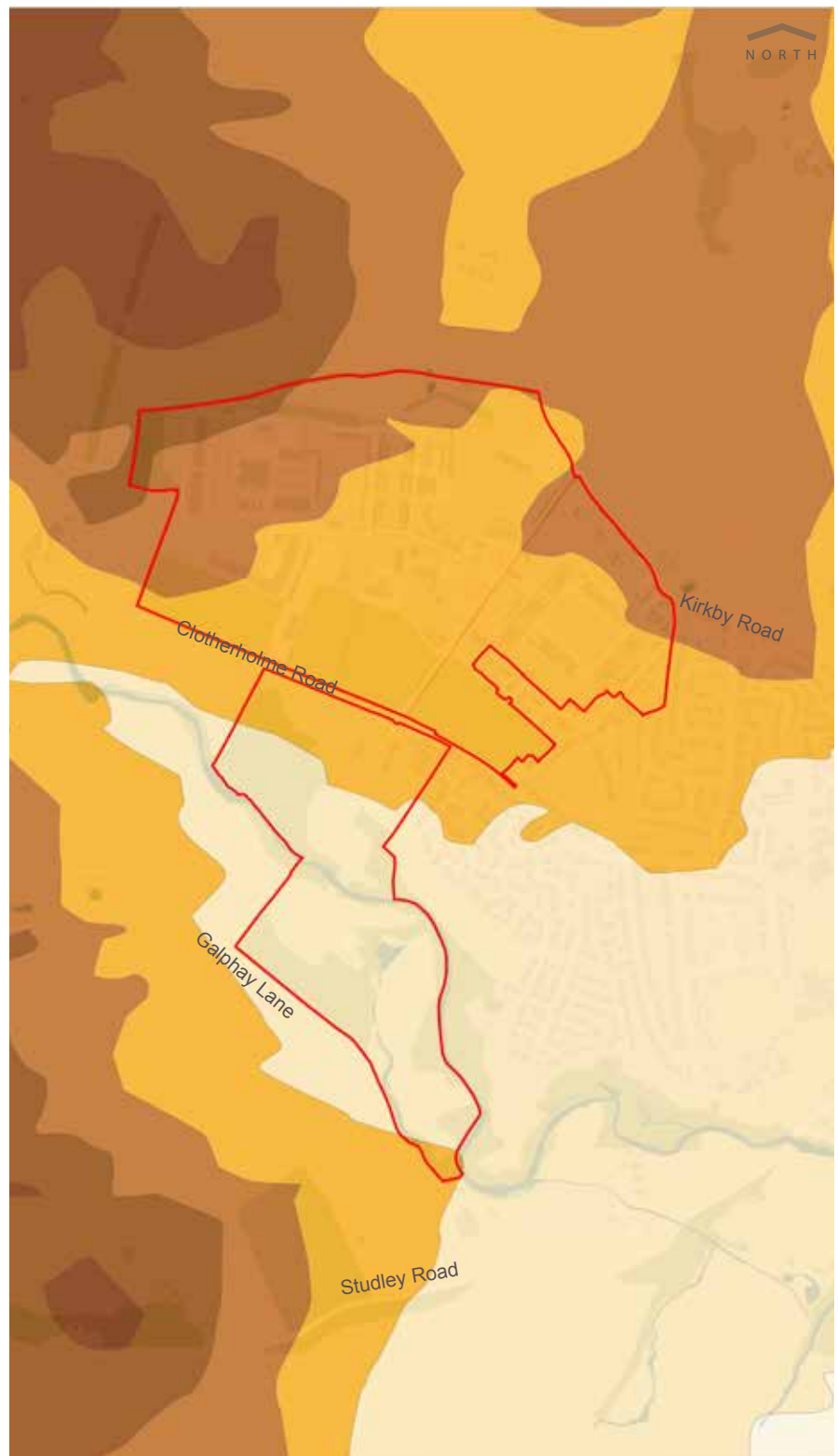
Semi-improved grassland with informal footpath in Laver Banks

## SITE TOPOGRAPHY

The site occupies gently sloping ground which falls in a northwest to southerly direction. The area of higher ground is located at approximately 80m Above Ordnance Datum (AOD) in the northwestern most corner of Claro Barracks and falls to approximately 40m AOD in the south at Laver Banks. The central most part of the site is relatively flat.

Proposed development would sit below the 80m contour to ensure an appropriate visual relationship with the surrounding landscape setting.

-  Site boundary
-  Up to 40m
-  Up to 50m
-  Up to 60m
-  Up to 70m
-  Up to 80m
-  Up to 90m



Site topography



SITE LEVEL WATER AND FLOOD RISK

The site falls within the catchment of the River Laver which flows generally south eastwards and passes through the Laver Banks site.

Environment Agency flood mapping indicates partial areas of the Laver Banks end of the site is located within Flood Zone 2 and 3, which is associated with the River Laver. However, the Claro and Deverell Barracks sites and the northern area of the Laver Banks site are not identified as being at significant risk of flooding at present.



- Site boundary
- Watercourse
- Flood Zone 2
- Flood Zone 3

Hydrological features and flood risk within the site

## SITE LEVEL VISIBILITY AND VISUAL AMENITY

The site is framed by a network of mature trees and hedgerows. The sloping profile of the site, falling from the northwest to the southeast, offers partial long distance view opportunities towards the wider landscape from Claro and Deverell Barracks. These views are offered between existing buildings and planting within the site. The site and the buffer zone of Studley Park World Heritage Site are also intervisible.

In terms of the site's more immediate surroundings, there are local filtered views into and from the site to neighbouring landscape and built settlement areas.



Visual amenity of the site and its immediate context

- Site boundary
- ↗ Views to wider landscape
- - - Filtered views
- ||||| World Heritage Site buffer zone





Long distance view southwards from Claro Barracks



Long distance view southwards from Kirkby Road towards Claro Barracks

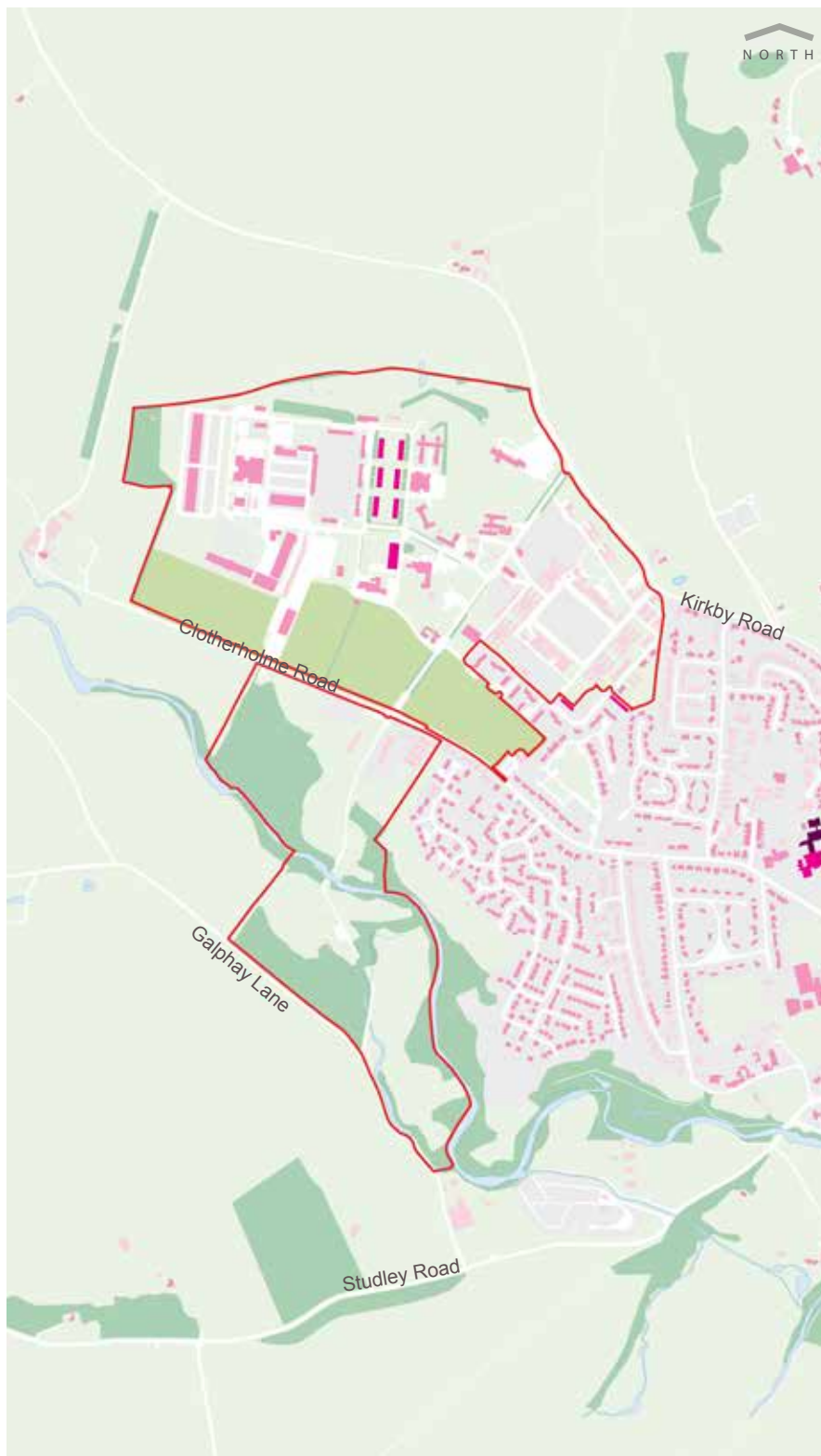


Filtered view towards neighbouring residential settlement

## SITE BUILDING HEIGHTS

Due to the residential context and location in the suburban-rural fringe, much of the surrounding built context is predominantly 2 storeys in height, with some 1 and 3 storey buildings located to the immediate of the site. The tallest buildings in the area are the 3-4 storey buildings that form part of the Ripon Grammar School complex.

Within the site itself, buildings are predominantly 2 and 3 storeys in height.



- Site boundary
- Up to 1 storey
- Up to 2 storeys
- Up to 3 storeys
- Up to 4 storeys

Building heights within the site and its immediate context



OTHER KEY FEATURES OF THE SITE

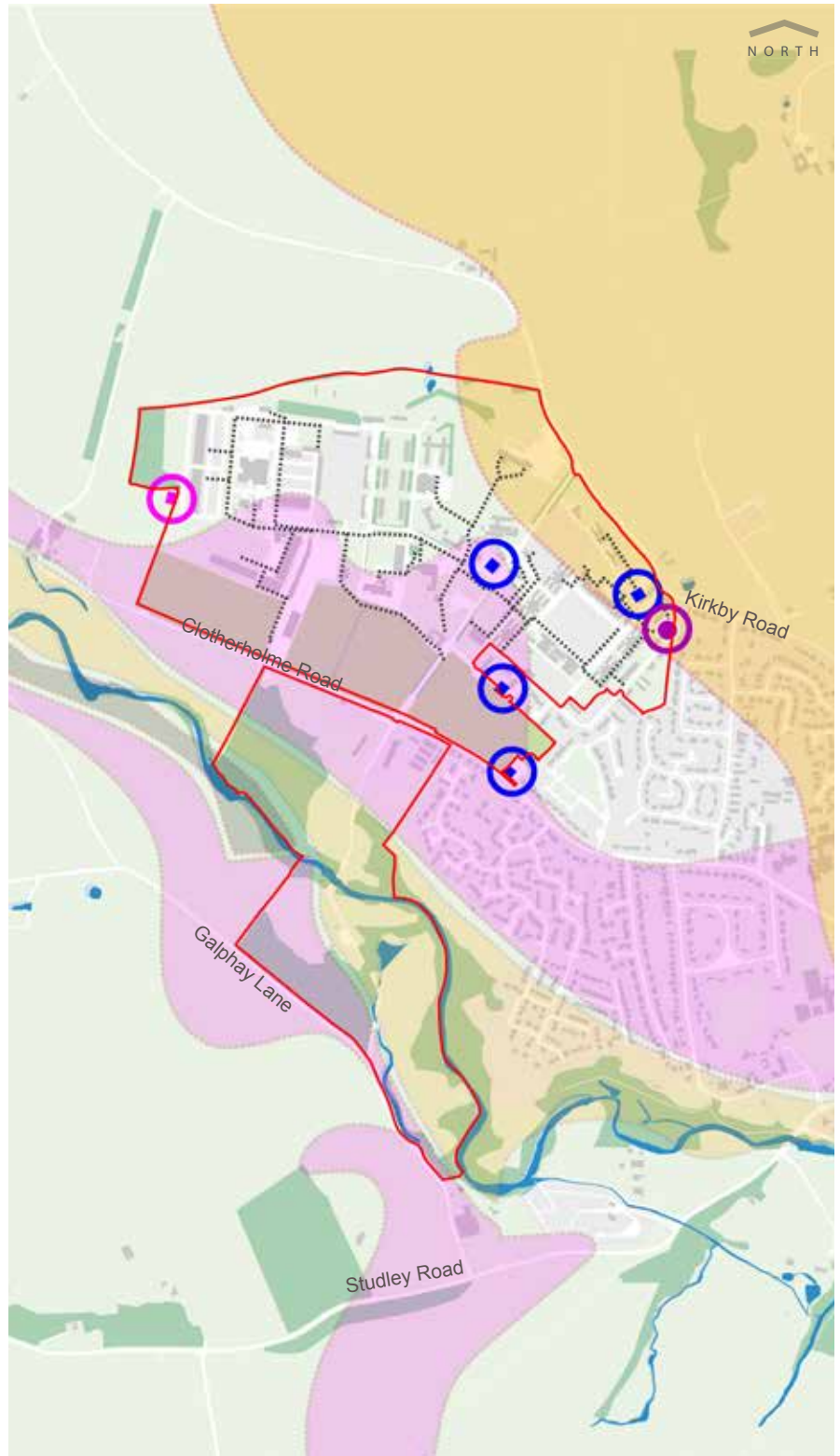
GROUND CONTAMINATION

Gypsum occurs at relatively shallow depth in the rocks beneath the Ripon area. The northeastern corner is located within Gypsum Zone C, which is described by Harrogate Borough Council as “areas which are potentially subject to significant constraints on development”. However, the “potential” is largely based on geology: due to the geological setting of this particular site the development constraints may not be so restrictive. It may therefore be possible to develop the northeastern part of the site. As it is not exactly known how much of the site is at increased risk of gypsum subsidence, a detailed ground stability report will need to be produced to confirm how extensive the geological formation containing the gypsum is over the site.

UTILITIES AND SERVICES

As a developed site for military purposes, a range of services and facilities are present across the site and primarily to the north. A network of electrical, sewage, gas and water facilities are present. Outside but adjacent to the western boundary of the site is an antennae mast located on the. Appropriate setbacks, where required will be applied at detailed design stages.

- Site boundary
- Gypsum Zone A
- Gypsum Zone B
- Gypsum Zone C
- Gypsum Zone D
- Antennae mast
- Incinerator
- Substation
- Utilities



Ground contamination and utilities within the site and its context

## SUMMARY OF SITE CONSTRAINTS

### LANDSCAPE

Given its location close to several National Parks and AONBs, there are several key views from the site to its surroundings. Maintaining these viewing corridors may impact the proposed development layout.

### HERITAGE

There are several Grade II listed buildings in close proximity to the site, which should be given an appropriate buffer area to protect their setting. The site is also in close proximity to the World Heritage Site and Grade I listed Studley Park. While the site lies outside its buffer zone, the development may need to be setback along the southern portion of the Laver Banks site.

### ACCESS AND MOVEMENT

Due to its history as a military site, the site is currently disconnected from the local road network, particularly along its eastern edge with the Ripon suburbs. Likewise, while there are several Public Rights of Way and cycle routes in close proximity, the site is not directly connected to them.

Kirkby Road passes along the site's northern boundary. As a narrow two-lane country lane, it may need some highway improvement works to prevent it becoming congested.

Buses would likely be the main form of public transport servicing the site. However, existing bus stops and services are not near to the centre of the site. The potential to extend existing bus services into the development and increasing their

frequency will therefore need to be investigated.






























### ECOLOGY

There are many trees and hedgerows within the site, particularly in the Laver Banks site. The need to retain these may limit the potential development area. The site also lies with several Site of Scientific Interest impact zones; the development should also be sensitive to these.

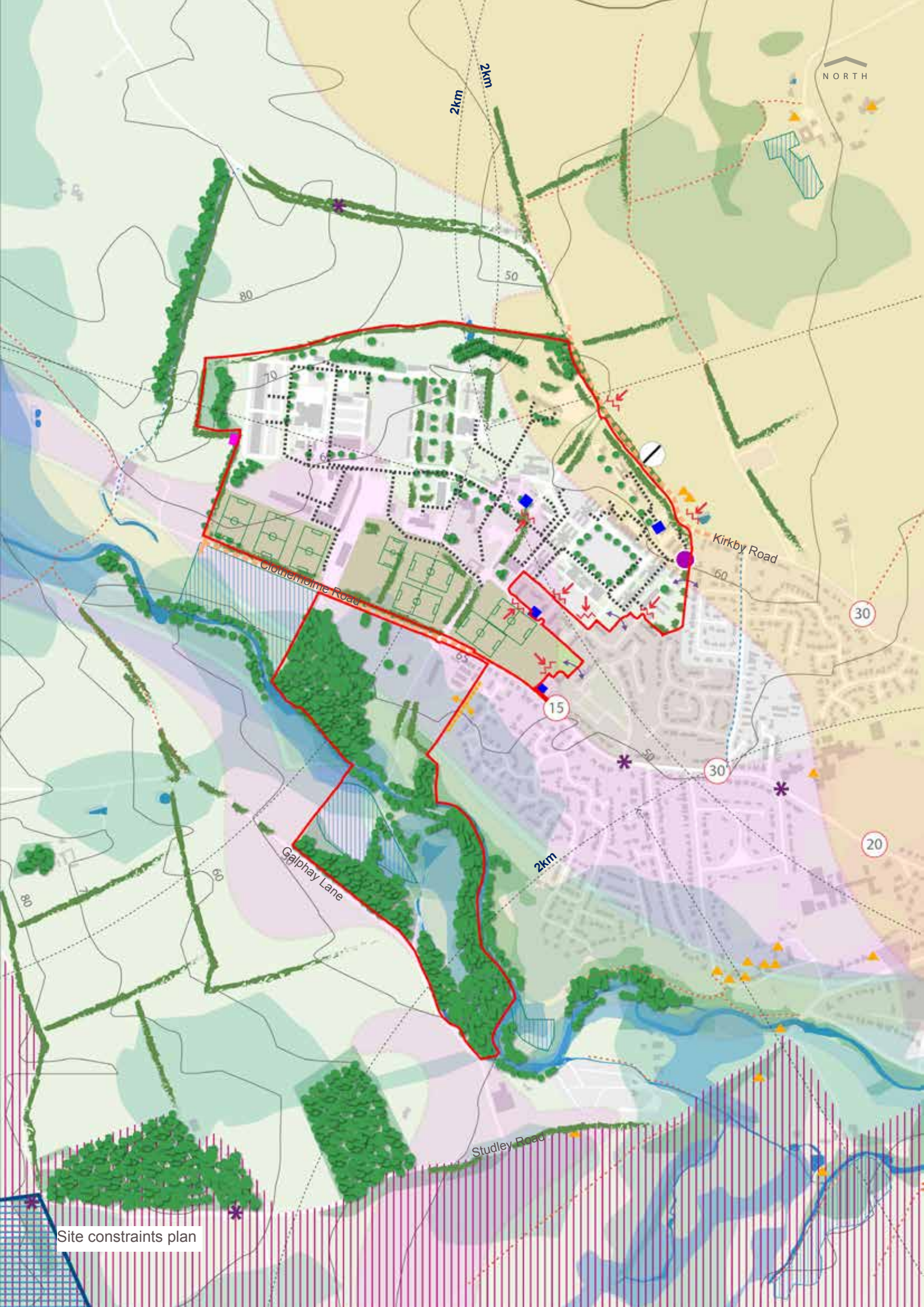
### OTHER

The northeastern corner of the site lies in Gypsum Zone A, which may be subject to significant constraints on development. There are also several utilities services, such as incinerators and substations, mainly located in the site's eastern area. These will need to be given appropriate buffer zones in the proposed development. There is some flood risk associated with the River Laver in the Laver Banks site; however, the risk is largely contained to the immediate vicinity of the river.

There are no Unexploded Ordnance (UXO) on the site and therefore an Explosive Ordnance Clearance is not required for any development proposals.

-  Site boundary
-  Access barriers
-  Potential need for highway improvement works
-  Neighbouring settlement sensitivities
-  Existing sports ground
-  Antennae mast
-  Incinerator
-  Substations
-  Existing utilities
-  Conservation area
-  Existing trees
-  Existing hedgerows
-  SFA housing
-  SSSI 2km Impact Zones
-  Area of Outstanding Natural Beauty
-  Grade II Listed buildings
-  World Heritage Site buffer zone
-  Priority habitat
-  Gypsum Zone A
-  Gypsum Zone B
-  Gypsum Zone C
-  Gypsum Zone D
-  Existing contours
-  Flood Zone 2
-  Flood Zone 3
-  Woodland priority habitat
-  Existing Speed Limits
-  Serious and fatal traffic incidents
-  Less sensitivity to neighbouring properties





NORTH

2km

50

80

70

Kirkby Road

30

Clothemholme Road

15

30

20

Galphay Lane

2km

80

60

Studley Road

Site constraints plan

## SUMMARY OF SITE OPPORTUNITIES

### LANDSCAPE

There is a significant opportunity to link the site with its surrounding landscape through new green corridors and tree planting. A strong landscape edge condition should also be provided around the site boundaries to allow a gentle transition between the new built form and the surrounding landscape. There may also be an opportunity to create a new country park in the Laver Banks site for the benefit of both new and existing communities.

### COMMUNITY

There is the opportunity to create a new district centre for Clotherholme Garden Village that will cater for new residents and those currently living in Ripon. The facilities on offer may include retail, a primary school, and sports facilities. There is also an opportunity to relocate the existing sports ground to a more convenient and accessible location.

### ACCESS AND MOVEMENT

The new development will allow the site to be opened up to reconnect it with Ripon. This will allow existing residents to enjoy the new facilities provided by the development, including employment and recreation. In particular, there is potential for new leisure routes through Laver Banks, especially a cycle route to connect with National Cycle Route 688 via Galphay Lane.

Alongside the existing access points, there may also be an additional secondary access point provided on the site's northeastern corner. Having

several points of access along Kirkby Road and Clotherholme Road will help to spread traffic out and not concentrate it at one point.


























Streets within the development should be made cycle friendly, and there may be opportunities to create green corridors to provide attractive pedestrian environments through the site and beyond.

### ECOLOGY

Existing trees and hedgerows will be retained where possible. There may also be an opportunity to consolidate the green network by using new planting to connect together disparate natural elements throughout the site. The creation of these wildlife corridors may increase the ecological value of the site.

### OTHER

The new development layout should allow the site to be reconnected to Ripon and the surrounding built context. Built form, heights and access routes should be used to restitch the site with Ripon and the facilities it offers.

-  Site boundary
-  Linking green infrastructure
-  Existing bridleways
-  Existing public footpaths
-  Potential new footpaths / cycleway
-  Potential links with neighbouring settlements
-  Create a strong landscape edge condition
-  Connect Kirby Road and Clotherholme Road
-  Stitching with the existing built form
-  Relocate sports grounds
-  Highway upgrade opportunity for sustainable transport modes
-  Primary access opportunity
-  Secondary access opportunities
-  Retained trees and hedgerows
-  Retained pockets of green
-  Local visual sensitivity
-  Wider landscape visual sensitivity
-  Opportunity to retain timber building
-  Opportunity to create a new district centre for Clotherholme Garden Village
-  Opportunity to create a new Country Park
- Existing bus routes:
-  131 (School Service)
-  138 (Ripon - Masham)
-  139 (Ripon - Markington)
-  820 (School Service)
-  Walking isochrones





800m / 15 min walk

600m / 10 min walk

400m / 5 min walk

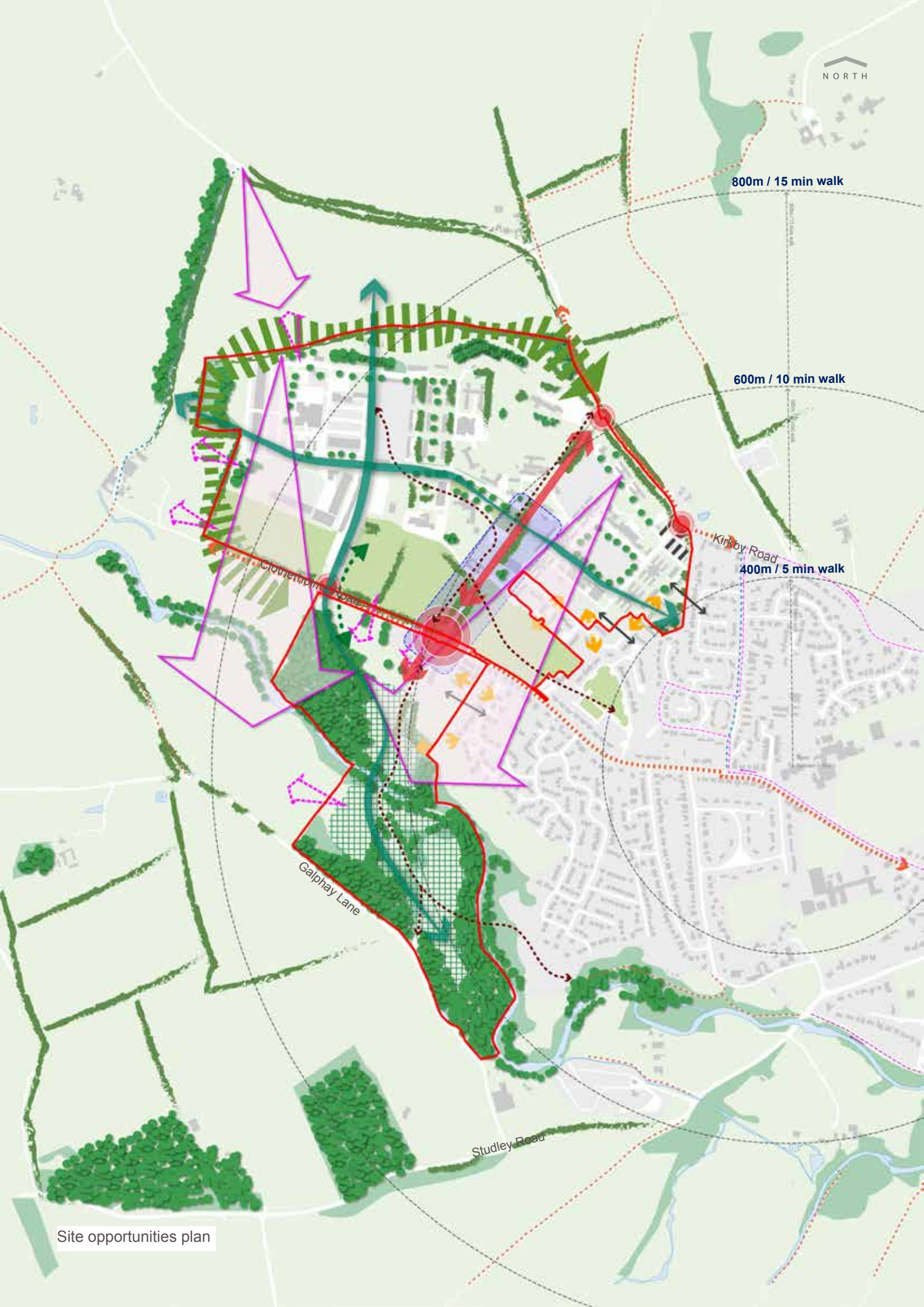
Clotherholm Road

Kirby Road

Galphay Lane

Studley Road

Site opportunities plan



# 5 TECHNICAL STUDIES AND CONSTRAINTS

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The following technical considerations help to build a picture of the site and how development might best be brought forward, avoiding harm to recognised assets and recognising the constraints that may exist. It also highlights opportunities that can provide enhancements to the area. The work provides the evidence base for the development of the masterplan which forms part of the vision for the land which is sensitive to the local environment and the local community.





## INTRODUCTION

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The DIO land has been assessed through technical review and assessments in support of the allocations within the Harrogate Borough Local Plan; most notably the transportation & movement; market & viability; ecology; utilities; and built heritage and ground conditions. These assessments have been undertaken to consider potential constraints to development and the opportunities that will be provided in bringing the site forward for development.



## TRANSPORT AND MOVEMENT

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In the interest of better managing their Defence Estate, the Ministry of Defence is implementing a strategy to rationalise its services and promote parts of the Defence Estate for development. As part of this strategy, three adjoining sites in Ripon, North Yorkshire are being promoted by the Defence Infrastructure Organisation (DIO) for a sustainable urban village development. The sites are Claro Barracks, Deverell Barracks and Laver Banks (training area). The development being promoted is for a sustainable urban village, comprising of: circa 1,300 residential dwellings, employment use (circa 60,000 ft<sup>2</sup>), a primary school, a district centre, and a country park with sports fields.

The sites are recognised within local policy. The assessment within Harrogate District Local Plan: Strategic Housing and Economic Land Availability Assessment (July 2016) demonstrates that the sites have the potential to provide residential and mixed used development within the next fifteen years. The sites are also included within the Draft Ripon City Plan and would meet the aims of the Harrogate District Local Plan for the city of Ripon to “continue its successful regeneration and the redevelopment for housing of its underused and vacant land [to] minimise or possibly avoid the need to develop greenfield land.”

Ripon city centre has plenty of amenities including retail and medical facilities, reducing the need or long journey outside of Ripon. The city centre is a comfortable cycle distance (ten to fifteen minutes) from the site. There is also good potential to introduce a frequent bus service, as part of the promoted development, to connect the sites with the city centre improving accessibility by public transport. In closer proximity of the sites, there are a couple secondary schools, a co-operative food store and post office within a fifteen-minute walk of the sites. Furthermore, the promoted development would include a primary school and district centre improving accessibility to services and the range of amenities available; the country park also offers leisure and recreational facilities.

There is good existing transport infrastructure in the vicinity of the sites and potential to improve travel to and from the site by multiple modes of transport. Clotherholme Road has good footway provision and provides direct access into Ripon city centre; there is

potential to provide new crossing facilities and footway provision on Clotherholme Road and Kirkby Road to improve pedestrian amenity. National Cycle Route 688 and the local Way of the Roses cycle route run near to the site and there is opportunity to connect to these routes through Laver Banks and along Galphay Lane to connect to these routes. There is also opportunity to provide better cycle provision to connect the promoted development with the existing secondary school on Clotherholme Road. Bus services near the site are poor in terms of frequency, the promoted development offers the potential to provide an economically viable bus service with frequent services between the sites and the city centre. The sites also have good access to the highway network via Clotherholme Road and Kirkby Road for vehicle movements.

Harrogate Borough Council has undertaken transport modelling as part of the development of their Local Plan. The modelling they have undertaken includes development at the DIO sites in Ripon and identifies four junctions where mitigation would be required due to the impact from all the expected development in Ripon (the DIO sites and other developments). A comparison exercise of the trip generation from the development being promoted and the trip generation used in the transport model was undertaken. This showed that the trip generation within the model is higher than that being promoted at the site; therefore, the impact of the development is likely to be less than what has been modelled.

There is an existing Air Quality Management Area within Ripon and assessment within the document shows that there would be some traffic to and from the site that would pass through this area. Hence, the promotion of sustainable travel is important at the site to reduce emissions and improve air quality in the city.

The proposed development at Claro Barracks, Deverell Barracks and Laver Banks helps to meet local policy objectives by providing housing on brownfield sites. The location of the site means there is good opportunity to create a new development that has good access to amenities and good connection to Ripon city centre by walking, cycling and public transport. This accords with the principles of the National Planning Policy Framework

to promote sustainable developments. The development would offer benefits to Ripon by providing new housing and new local amenities and recreational facilities.

Development assumptions		Trip Rates Used	Morning Peak Hour (8am-9am)			Evening Peak Hour (5pm-6pm)		
			In	Out	Two-way	In	Out	Two-way
Modelled: 736 dwellings 8,400m <sup>2</sup> B1a 16,800m <sup>2</sup> B1c 16,800m <sup>2</sup> B2	Residential	HDTM	117	309	426	288	141	428
	Employment	HDTM	393	138	531	68	293	361
	<b>Total</b>		<b>510</b>	<b>447</b>	<b>957</b>	<b>356</b>	<b>433</b>	<b>789</b>
Proposed: 1,300 dwellings 5,574m <sup>2</sup> B1c	Residential	HDTM	207	546	753	508	248	757
	Employment	HDTM	40	20	59	9	28	37
	<b>Total</b>		<b>246</b>	<b>566</b>	<b>812</b>	<b>517</b>	<b>277</b>	<b>793</b>
<b>Difference with modelled</b>			-263	118	-145	161	-157	4

Comparison of trip generation for modelled and proposed development

## MARKETING AND VIABILITY

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The draft Local Plan proposes that the Ripon Barracks site be allocated for residential and employment uses, with over 11.00 ha (27.18 acres) of employment at the site. JLL have undertaken a Market & Viability Assessment in order to test the validity of providing the amount of employment floorspace identified with the Local Plan at the subject site.

In order to test the validity of this amount of floorspace an employment market assessment within the Harrogate Borough was undertaken. The market assessment demonstrated that there is considerable latent demand for employment space within the Harrogate Borough; for both office and industrial uses.

The reason for the high levels of demand is due to low levels of supply, with the existing supply consisting of poor quality and dated buildings which are not fit for purpose; and therefore demonstrates the need for the right type of supply i.e. modern, purpose built stock, close to labour pools, transport links and amenities. In addition to the current high levels of demand there is a total of 121 ha (299 acres) of employment land which is proposed for allocation within the draft Local Plan. Having reviewed the sites which are proposed for allocation JLL consider that all of the sites have distinct advantages over the Ripon Barracks site in terms of location and access to highway network.

Given the above JLL have undertaken a review of the suitability of the Ripon Barracks site to provide employment uses. This review assessed both the potential to reuse some of the existing employment stock on the site, whilst also considering the provision of new build employment.

In terms of the re-use of the existing stock it is considered that this is not commercially viable for both office and industrial occupiers as the investment value does not exceed the cost of refurbishing the existing buildings on site, and the cost of installing a separate access road.

Despite the viability issues surrounding the re-use of the existing stock JLL consider that a new build employment development adjacent to the existing northern access on Lark Hill/Kirkby Road could be justified. This would

aid the viability of providing the new build employment accommodation as the new build accommodation is more likely to attract a stronger covenant and also negates the need to provide a new separate access. The Ripon Barracks site is currently proposed for an 11.00 ha (27.18 acres) allocation for employment uses however, JLL consider that this amount of employment development would be inappropriate. The reasons for this is as follows:

1. The site is not located in an established employment location with poor access through Ripon Town Centre surrounded by sensitive uses which could impact on occupier operations.
2. JLL consider that, given the other employment allocations proposed within the Borough and the characteristics of the site, that the demand from occupiers for the employment space at the subject will not be more than for 2.00 ha (4.94 acres).

### ECOLOGY

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Peter Brett Associates LLP (PBA) was instructed by the Defence Infrastructure Organisation (DIO) to complete an Ecological Appraisal to inform the allocation of DIO Ripon site (located to the west of Ripon, North Yorkshire) within the emerging Harrogate District Local Plan (Publication Draft: 2018).

The Ripon DIO site comprises three areas: Claro and Deverell Barracks to the north of Clotherholme Road; and Laver Banks to the south (Figure 1), which are currently included in the Harrogate District Local Plan: Publication Draft: 2018 as allocation sites R24, R25 and R27 respectively.

A walkover survey following the extended Phase 1 habitat survey methodology was undertaken in early December 2017 to inform the development of a concept masterplan for the future development of the allocation sites. The Barracks are mostly occupied and consist of buildings, hardstanding, internal roads and extensive areas of amenity grassland, with planted trees along internal roads. The Laver Banks area largely comprises a mix of grasslands and woodland plantations (coniferous and deciduous) either side of the River Laver which flows through the southern half of the study site.

The survey has identified that the Barracks support mostly widespread and ubiquitous habitats of low intrinsic nature conservation importance, with the possible exceptions of the single waterbody present in Claro Barracks and boundary habitats including an area of broadleaved woodland. However, the more species-rich grasslands and riparian woodland along the River Laver are of higher nature conservation importance. The habitats present within the study site have the potential to support a range of protected and notable species including; great crested newt, bats, reptiles, nesting birds, badger, otter, and white clawed crayfish.

A number of additional ecology surveys have been recommended should the allocation site be taken forward for development, based on the concept masterplan and anticipated potential impacts of the development. This includes; follow-up habitat surveys at a more optimal time of year for woodland and grassland habitats, bat surveys and environmental DNA (at least initially) for great crested newts. Given the existing bridge across the

River Laver will also need to be upgraded or replaced, it is possible (depending on the exact scope of bridge works) that otter and white-clawed crayfish surveys may be required.

The current masterplan retains important habitats and features including the waterbody and boundary habitats within the Barracks, as well as the vast majority of the woodland and grassland within the Laver Banks area. Future development offers opportunities to enhance the habitats within the Laver Banks area to increase biodiversity within the study site, but also strengthen connectivity with habitats in the wider landscape through green infrastructure provision. Considering this, recommendations have been made to appropriately manage; existing conifer and broadleaved woodlands to increased their structural diversity; grasslands to increase their species diversity; and the River Laver to reduce the abundance of invasive plant species. Other recommendations include the management of recreational activities within the development through the provision of formal and informal recreational areas that are managed to minimise the potential for habitat deterioration, especially within the Laver Banks area.

The concept masterplan retains key ecological features, provides opportunity to incorporate ecological mitigation and enhances habitats by creating a coherent green infrastructure network relevant to the species which are likely to be present. As such there is no reason relating to ecological matters that prevents allocation of Claro and Deverell Barracks (R24 and R25) and Laver Banks (R27) for redevelopment in the manner and scale anticipated within the emerging Harrogate District Local Plan (Publication Draft: 2018).



## UTILITIES

The purpose of the utilities survey is to summarise existing and proposed utility constraints associated with the development of Claro Barracks, Deverell Barracks and Laver Banks located at Ripon in North Yorkshire. The development has the potential for circa 1,376 residential properties and on-site community/district centre and employment use.

The on-site medium pressure gas governor is in a suitable location to potentially provide all the new supplies, providing there is sufficient capacity in the existing network, without the need for reinforcement. However, there are on-site private gas networks that will need diversion, potentially to be used within the proposed road layout.

On-site private electricity networks will need diversion and/or termination at suitable junctions within the masterplan to be reused for new supplies. The on-site private substations will need to be decommissioned and removed from site, unless they are to be reused for the new supplies. If all of the existing electricity capacity is relinquished from the Claro and Deverell Barracks this will provide enough capacity to supply at least an initial phase of approximately 70 domestic dwellings. Anything more than this will trigger reinforcement of the network back to the primary substation to enable delivery of new supplies.

The on-site private potable water network may need diverting and/or terminating at suitable points within the masterplan to enable some of the new potable water supplies for an initial phase. The supplies for the entire development requires an upsizing of the existing 10inch water main in Lark Hill/Kirby Road back to the Birkby Nab water works.

Existing on site foul water sewers within the Deverell Barracks boundary may need diversion/realignment to accommodate the proposed masterplan. These foul water sewers may also be of sufficient capacity to support an initial phase for the residential properties. On-site private telecoms networks from BT may need to be diverted and/or terminated at suitable junctions within the masterplan to enable new supplies for the entire development. Further enquiries to alternative telecoms companies will be required to understand what kind

of telephone and broadband services are required for offerings to the on-site customers.

From the responses received so far PBA feel there is no reason why development should not be allocated from a utilities perspective. Early indication is that utility capacity can be provided by existing infrastructure or through network reinforcing work.

### BUILT HERITAGE

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The heritage desk-based assessment for built heritage considers land which comprises Claro Barracks, Deverell Barracks and Laver Banks, Ripon. In accordance with government policy (National Planning Policy Framework), this assessment draws together the available archaeological, historic, topographic and land-use information to clarify the heritage significance and archaeological potential of the site. This assessment has concluded that the study site has a low potential for archaeological remains which pre-date the Post-Medieval period.

There are several recorded non-designated heritage assets within the site (shown on Figure 2); they include the current 20th century Claro Barracks (MNY13782) and Deverell Barracks (MNY13782, 36702, 36703), as well as 19th century boundary stones (MNY35424, 35425, 35426, 35427, 35416) and two undated enclosures (MNY35404 and 35405). These have the potential to be impacted upon by development of the site. Considering this information, it is likely that further archaeological work on these non-designated heritage assets will be required by the Local Planning Authority as part of any planning application. Further archaeological work may also be required, but will be discussed in due course with the archaeological advisor to the Local Planning Authority should a planning application progress.

The proposed development will have no impact on the settings and significance of Conservation Areas, Registered Parks and Gardens, and Historic Battlefields. The potential for the development to impact upon the settings and significance of Studley Royal Park including the ruins of Fountains Abbey World Heritage Site, Bishopton Conservation Area, and the Grade II Listed Gooseberry Farmhouse and Barn at Gooseberry Farmhouse has been considered.

Studley Royal Park including the ruins of Fountains Abbey World Heritage Site are located c. 500 m to the south-east of the site. The World Heritage Site 'Buffer Zone' is situated c. 200 m to the south-east of the site. Between the Park and the site lies a mixture of arable fields, and modern built development comprising Larkhill Nurseries and a holiday park. Beyond the arable fields and nurseries is dense woodland which runs along the River Laver. Due to topography of the landscape, dense

woodland along the River Laver and the likely set-back of any development in this area of the site, it is considered that the proposed development will not impact upon the setting or significance of Studley Royal Park including the ruins of Fountains Abbey World Heritage.

Bishopton Conservation Area lies to the south-east of the site. The key views of the historic settlement are seen from Studley Road (B6265) looking north across the meadows which provide a green setting for the buildings. From the village street there are views southwards across the wooded River Laver valley towards Studley Roger and the parkland at Studley Royal. Views to the west and north are blocked by dense woodland which runs along the River Laver and built development that lies along Bishopton Lane and Ash Bank Road, respectively. There is no intervisibility between the site and the Conservation Area. As such, its setting and significance will not be impacted upon by development of the site.

The Grade II Listed South west block of Ripon Grammar School lies to the south-east of the site. Modern built development along Ash Grove and Lark Lane lies to the west and north. This blocks views to and from the site. There is no intervisibility between the site and the South west block of Ripon Grammar School. Therefore, its setting and significance will not be impacted upon by development of the site

The Grade II Listed Gooseberry Farmhouse and Barn at Gooseberry Farmhouse lie immediately to the north-east of the site. The buildings are situated within a farmyard. Beyond the farmyard lies open fields to the north, east and south-east. Deverell Barracks are located to the south and west. Due to the proximity of these designated heritage assets to the site, consideration of their settings and significance has been given during masterplanning of the site. It may be necessary to undertake a separate built heritage assessment of the impact of the development proposals upon these designated assets at the planning application stage.

## GROUND CONDITIONS

The study site is occupied by an operational army base including the Claro and Deverell Barracks sites on the northern parts of the site and a training area - Laver Banks - on the southern half of the site. The site has been military land for over 100 years and was home to barracks originally and later to bomb disposal and engineering regiments. As the site is an army base and had a rifle range and a bomb disposal unit on site historically, there is an increased risk of encountering UXO at the site.

The strata present are;

- Historical borehole records show Made Ground up to 2.8m thick locally probably associated with cut and fill earthworks.
- Superficial deposits of Alluvium (clays, sands and gravels), River Terrace and Glaciofluvial Deposits (sands and gravels) and The Vale of York Formation (gravelly clays).
- Bedrock strata of the Edlington Formation (clay, mudstone) and Cadeby Formation (limestone).

In terms of hydrogeology and hydrology, the Cadeby Formation is a Principal Aquifer and the remainder are classified as Secondary aquifers. The River Laver runs through the southern side of the site.

Several Potential Sources of Contamination (PSC) have been identified with plausible pollutant linkages to sensitive receptors:

- Historical and currently engineering and vehicle maintenance workshops,
  - Fuel filling station with its associated in-ground storage tanks,
  - Various above ground and in-ground fuel and oil storage tanks and oil stores,
  - Various electricity substations,
  - An historical rifle range,
  - An infilled former marsh area,
  - Alluvium that has the potential to generate soil gases in organic strata, and
  - An infilled former gravel pit.
- Preliminary Geoenvironmental Risk - The risks to potential records are assessed as follows:
- Current site users - Very Low.
  - Construction workers during development of the site - Moderate.

- Future occupiers of the site - Low to Moderate
- Buildings, services and property - Very Low.
- Groundwater - Low to Moderate.
- Surface waters - Low.

The following geotechnical hazards has been identified at the site:

- Shrinkage and swelling of clay soils.
- Compressible ground associated with Made Ground.
- Hard rock at potentially shallow depths locally associated with the Cadeby Formation.
- Running sand hazard associated with granular soils.

The risk of natural cavities associated with subsidence due to the dissolution of gypsum deposits is considered to be High locally in those areas of the site underlain by the Edlington Formation. Geological mapping suggests that this will affect the north-eastern part of the site. To comply with the Harrogate Borough Council planning policy on gypsum subsidence hazard will require the submission to them of a comprehensive ground stability report. The report will require further geotechnical desk study work and a thorough ground investigation scoped by an experienced geologist to fully assess the gypsum subsidence hazard at the site.

Locally, the gypsum subsidence risk should not preclude development of the site because the risk can be successfully minimised or eliminated by further assessment to delineate at risk areas and if necessary by remediation or the adoption of design mitigation measures.

# 6 A VISION FOR CLOTHERHOLME URBAN VILLAGE

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This chapter sets out the vision for Clotherholme Urban Village - to create a new neighbourhood whose form is influenced by green infrastructure and delivers a variety of housing types, provides a new community heart, and enhances the existing landscape.

A series of design principles are also presented which have been used to develop the masterplan and ensure that it meets both best practice principles and the needs of the local context.







## CONTENTS

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- + ASPIRATIONS FOR CLOTHERHOLME  
URBAN VILLAGE
- + A VISION FOR CLOTHERHOLME  
URBAN VILLAGE
- + PRINCIPLES FOR A NEW URBAN  
VILLAGE

# ASPIRATIONS FOR CLOTHERHOLME URBAN VILLAGE

**Creating a Well  
Connected Place**



**Delivering High Quality  
Homes for All**



**Providing a  
Mix of Uses**



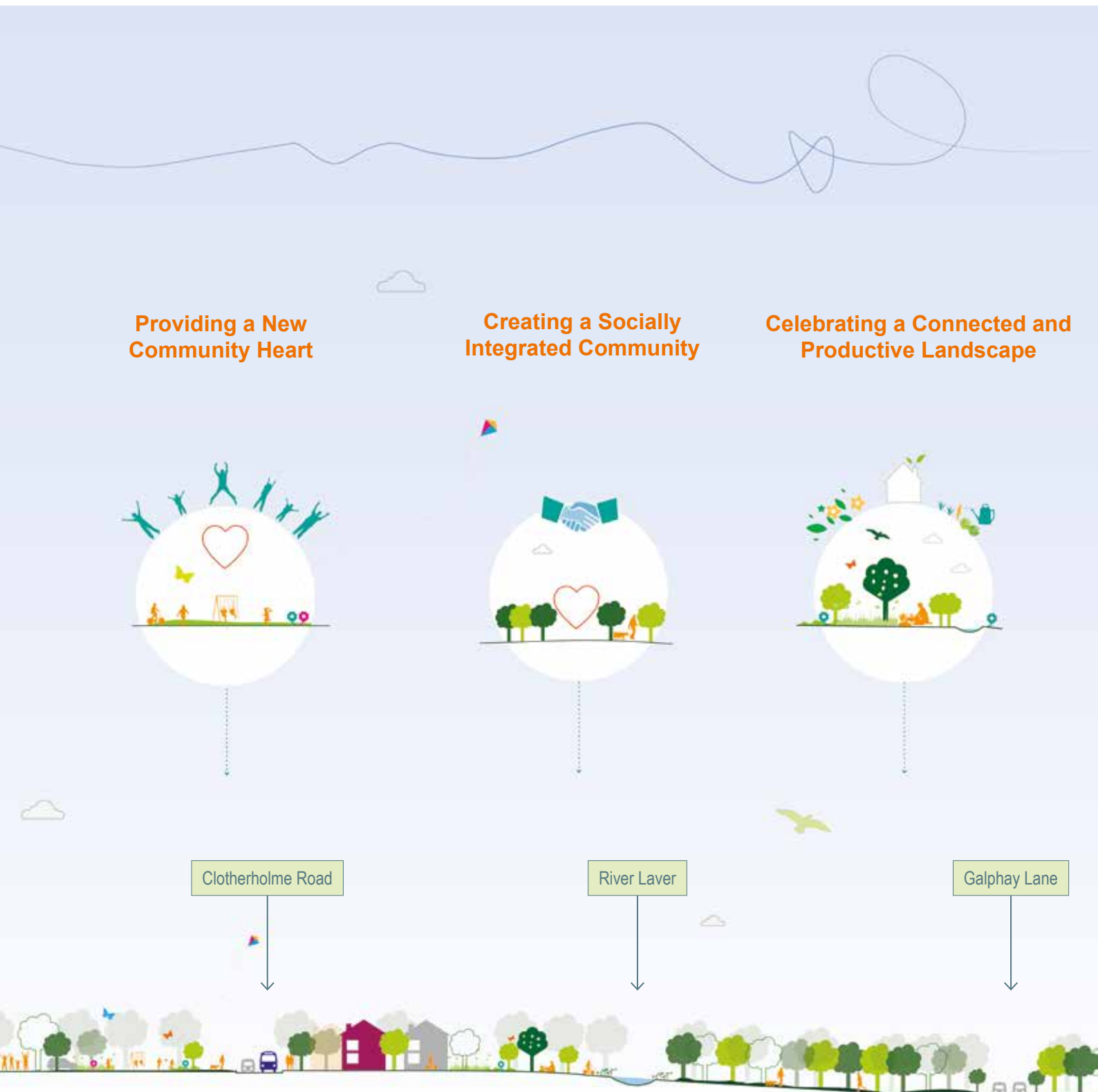
Kirkby Road



Clotherholme Village Centre



The design aspirations provide a framework for the development of the design concept for Clotherholme Urban Village - a connected and sustainable new neighbourhood framed within and by a robust landscape setting. The schematic cross-section below runs from Kirkby Road in the north to Galphay Lane in the south.



# A VISION FOR CLOTHERHOLME URBAN VILLAGE

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The vision for Clotherholme is of a new neighbourhood that:

- Adopts a form strongly influenced by green infrastructure;
- Provides housing of a variety of types, affordability and sizes for a wide range of potential residents;
- Links to the local surrounding context;
- Provides a new community heart where a mix of community uses and facilities provide for new and existing residents;
- Maximises the opportunity to enhance the existing landscape and create a publicly accessible formal and informal realm.

## LINKING WITH THE WIDER LANDSCAPE AND HERITAGE

Ripon has historically grown in a westerly direction as presented earlier. This in part has been guided by landscape and heritage designations surrounding Ripon.

Clotherholme Urban Village offers the opportunity to complete the western edge to the City. A long standing developed site, the intention is to create a new neighbourhood that sits seamlessly at the built edge of Ripon to the east and is framed by the open countryside to the west. Integrated landscape, ecology and heritage led approaches enable the new community to blend with the wider landscape, thus offering benefits to the local and wider Ripon area.

## LINKING INTO RIPON

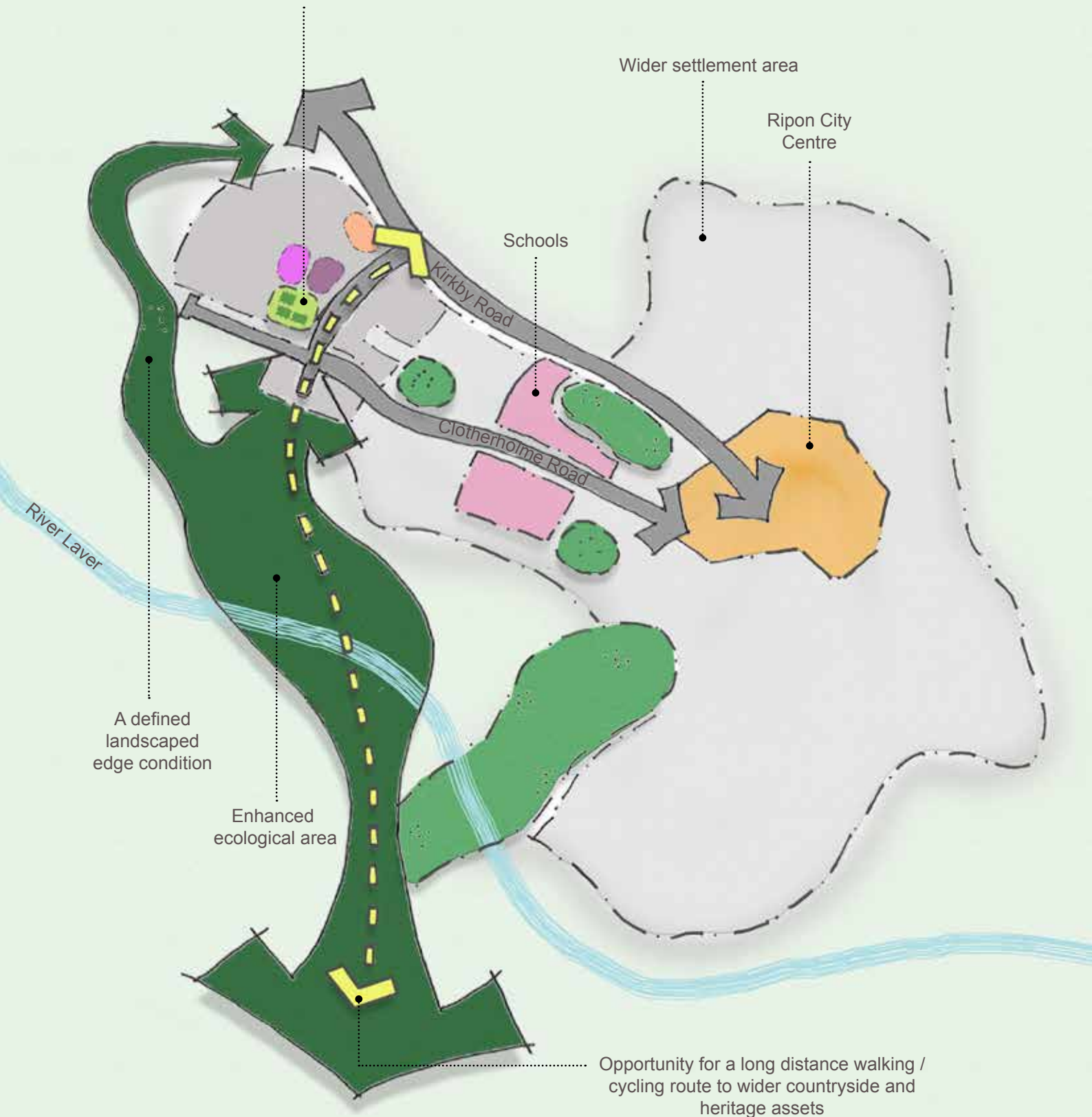
Clotherholme Urban Village offers a unique opportunity to create a new neighbourhood that integrates with the existing settlement of Ripon whilst offering new benefits for both new and existing residents. This is created by way of:

- Creating a rich ecological area at Laver Banks - whereby existing features including River Laver and woodland copses are connected and protected;
- Linking with the new community to the north, a continuous ecological, landscape and heritage connection is created and will link to the wider area;
- Potential for long distance pedestrian and cycle routes through the site, linking with the wider area and Ripon;
- Providing the new neighbourhood with a mixed use community hub; and
- Linking the new neighbourhood with existing settlements and provide a connected and complimentary edge condition to Ripon city.

The diagram opposite summarises these three approaches for the new community.



Clotherholme Urban Village comprises a mixed use village centre, a village green, a primary school and area of employment.



Vision concept plan for Clotherholme Urban Village

## PRINCIPLES FOR A NEW URBAN VILLAGE

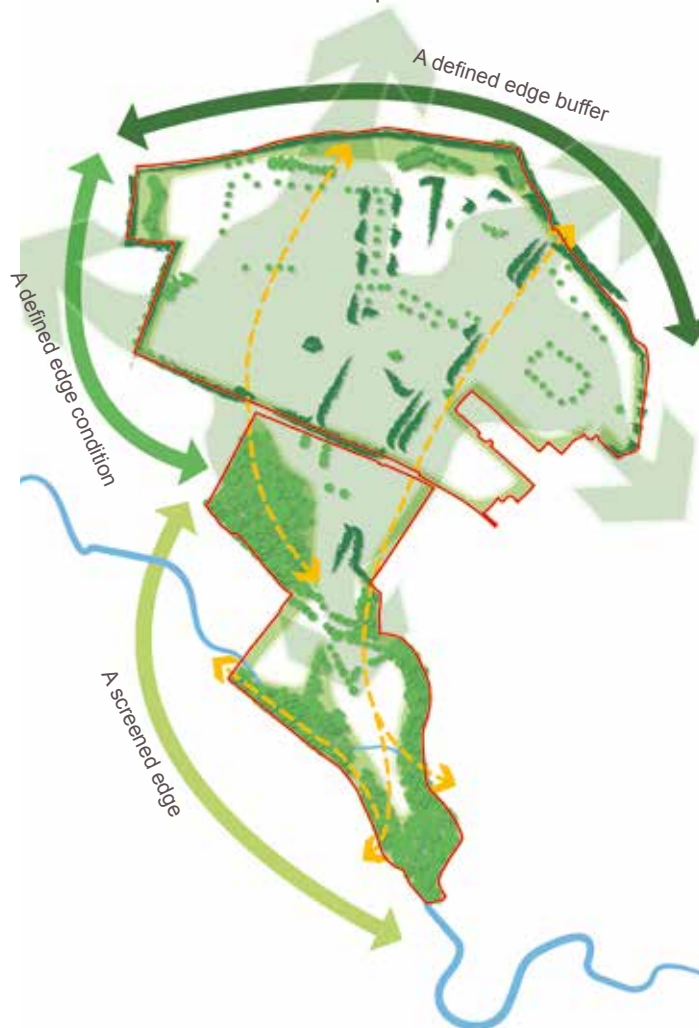
### APPRECIATING AND RETAINING THE EXISTING LANDSCAPE

The site currently has robust edge conditions provided by a mix of trees and hedgerows along much of its boundary. Laver Banks has significant woodland areas, with smaller copses of trees also present in Claro and Deverell Barracks. Existing trees and hedgerows within the site will be retained where possible and be used to influence the built form.



### CREATING AN ENHANCED AND CONNECTED PUBLIC LANDSCAPE

The site will be reconnected with Ripon and the wider landscape. New links both within the site and with existing foot- and cycle paths will connect the site with surrounding settlements. Of particular importance is Laver Banks, as this will allow public access to this natural amenity space. Enhanced landscape features along the site boundaries will also help to create an extension to the wider landscape.

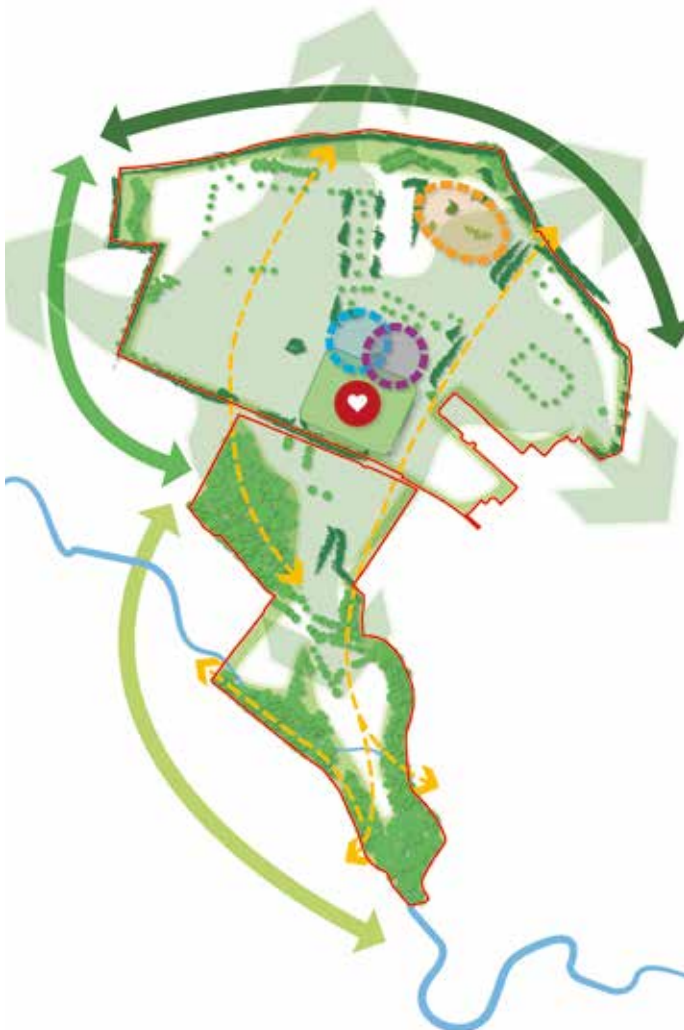


**A NEW COMMUNITY SET WITHIN THE LANDSCAPE**

A community heart will be created for the benefit of both existing and new neighbourhoods. The centre of the site along Clotherholme Road will be a new local centre with a primary school and other community facilities. Employment opportunities will also be provided to the north of the site. New, high quality outdoor sports provision will also be reprovided; the quantum will meet or exceed the existing sports pitch area.

**CREATING A SUSTAINABLE CONNECTED NEW COMMUNITY**

The site will be reconnected to the existing road network through both existing and new access points along Clotherholme Road and Kirkby Road. The new development will respond to the existing neighbouring built form in order to create a sense of cohesion between Ripon and the proposed new neighbourhood.



# 7 MASTERPLAN FRAMEWORK: CLOTHERHOLME URBAN VILLAGE

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This chapter present the concept masterplan for Clotherholme Urban Village before detailing its component parts - including green infrastructure and open space, community facilities, housing types and densities, and the proposed phasing strategy. It will show how a holistic and integrated design approach has been adopted to ensure that the development generates benefits for existing and new communities as well as the surrounding landscape.







## CONTENTS

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- + A MASTERPLAN FOR CLOTHERHOLME URBAN VILLAGE
- + GREEN INFRASTRUCTURE AND OPEN SPACE
- + A MIXED USE COMMUNITY
- + A CONNECTED URBAN VILLAGE
- + HERITAGE
- + SURFACE WATER MANAGEMENT AND UTILITIES
- + PHASING STRATEGY
- + SUMMARY OF KEY BENEFITS

## A MASTERPLAN FOR CLOTHERHOLME URBAN VILLAGE

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### INTRODUCTION

Clotherholme Urban Village will be a sustainable, landscape-led mixed use development of approximately 1,300 homes, a local centre with retail and community facilities, a primary school, and employment opportunities.

### FORM OF DEVELOPMENT

The form of the development will be influenced by the retention of mature trees and hedgerows, ponds and other key landscape features. Of particular importance is the Laver Banks site, which will be retained as a natural and semi-natural space and enhanced through a variety of ecological measures. New public open spaces will also be contained by the built form, thereby creating comfortable places for recreation and gathering.

### A WALKABLE NEIGHBOURHOOD

Sustainable travel modes will be prioritised in the development. This includes ensuring that all streets in the development comply with Manual for Streets standards, thereby creating a pedestrian friendly environment. Formalised pedestrian and cycle routes will also be implemented in the Laver Banks site to allow the public to enjoy the green space whilst protecting sensitive ecological environments. Improvements to footways on surrounding roads may also form part of the development proposals, particularly on Kirkby Road.

### A NEW COMMUNITY HEART

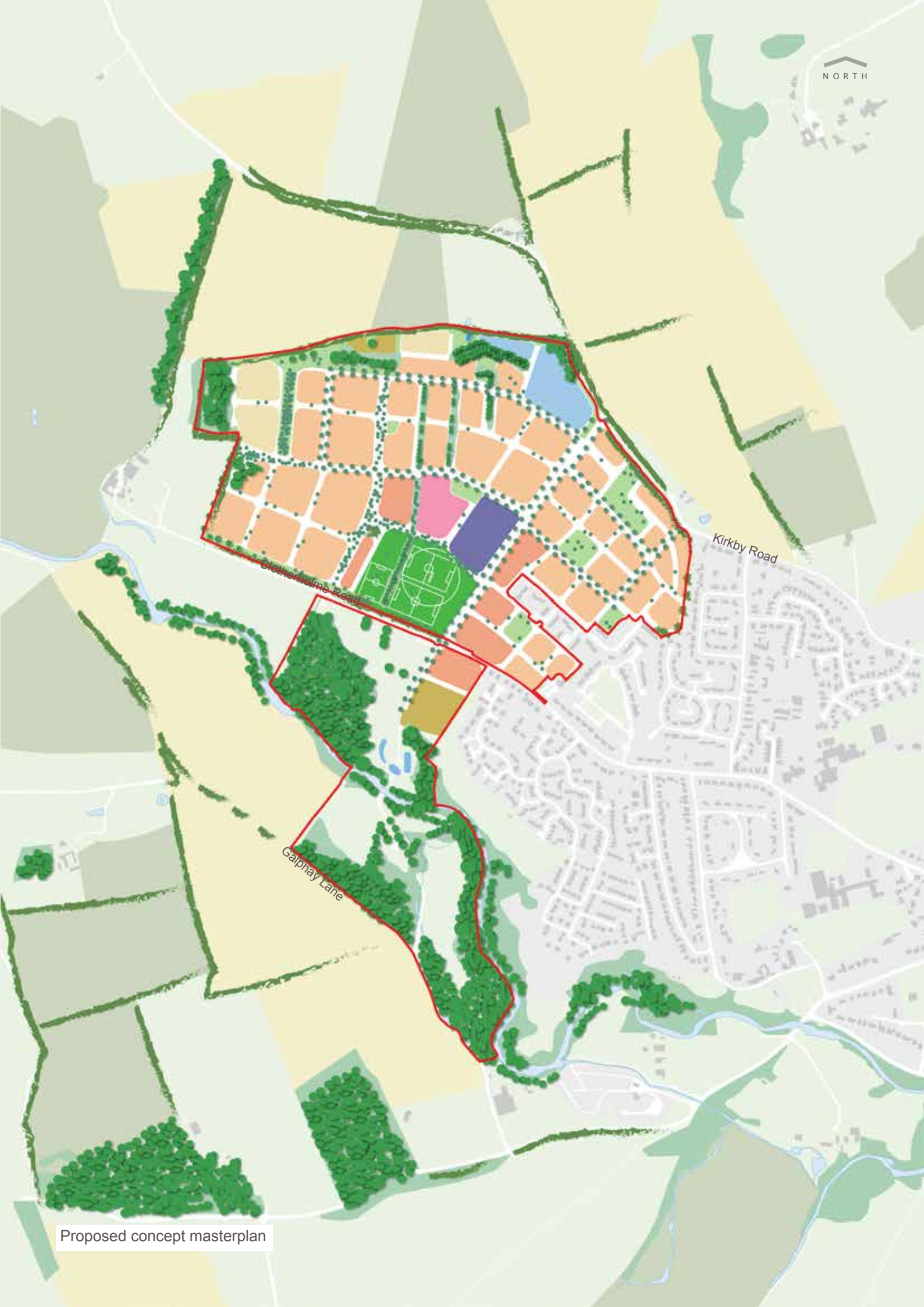
A new local centre will be created at

the natural “heart” of the site along the primary road network. This will contain a variety of community facilities to support both new and existing communities, including retail, a medical centre, and a community building. A 2-form entry primary school will also be provided adjacent to the local centre to comply with planning conditions in the Draft Ripon City Plan.

### NEW HOMES FOR ALL

A variety of housing typologies and tenures will be provided to ensure that a diverse, sustainable neighbourhood is fostered at Clotherholme Urban Village. Typologies will include detached and semi-detached housing, terraces, and apartment blocks. Different bands of residential density will be used strategically throughout the site to ensure good placemaking - with lower densities found along the site boundaries which increase gradually towards the local centre.

-  Site boundary
-  Proposed trees
-  Pond
-  Very low density residential
-  Low density residential
-  Medium density residential
-  Primary school
-  Local centre
-  Employment
-  Public green spaces
-  Outdoor sports facility
-  Allotments
-  Proposed attenuation ponds



Clothiers Lane

Kirby Road

Galphay Lane

Proposed concept masterplan

## GREEN INFRASTRUCTURE AND PUBLIC OPEN SPACES

### INTRODUCTION

As stated in the vision, the design of Clothierholme Urban Village is led by the need to retain and enhance existing green features as appropriate, and provide new ones in order to consolidate the green infrastructure network within the site and beyond.

As part of the green infrastructure strategy, mature trees and hedgerows will be retained in key areas in key areas, where possible. This, along with significant amounts of new planting, will help to establish green corridors throughout the site and deliver a range of ecological benefits. The footprint of the employment block to the north will also allow for the retention of the existing pond.

The site will also deliver a network of high quality green spaces for a variety of users. These spaces are

intended to both improve people's quality of life and the biodiversity of the wider area.

### PUBLIC OPEN SPACES

Harrogate District Council has set out a space standards for a variety of open space typologies. The site will meet or exceed these, as shown in the table below. Open spaces will be placed at various locations throughout the site in order to ensure that they are easily accessible from all parts of the new neighbourhood. In addition, play areas are concentrated in the eastern section of the site to allow convenient access to these new facilities by the existing community.

Existing areas of green space will be retained where possible. Of particular note is Laver Banks, which will be retained as a natural/semi-natural space which can also provide recreational space for

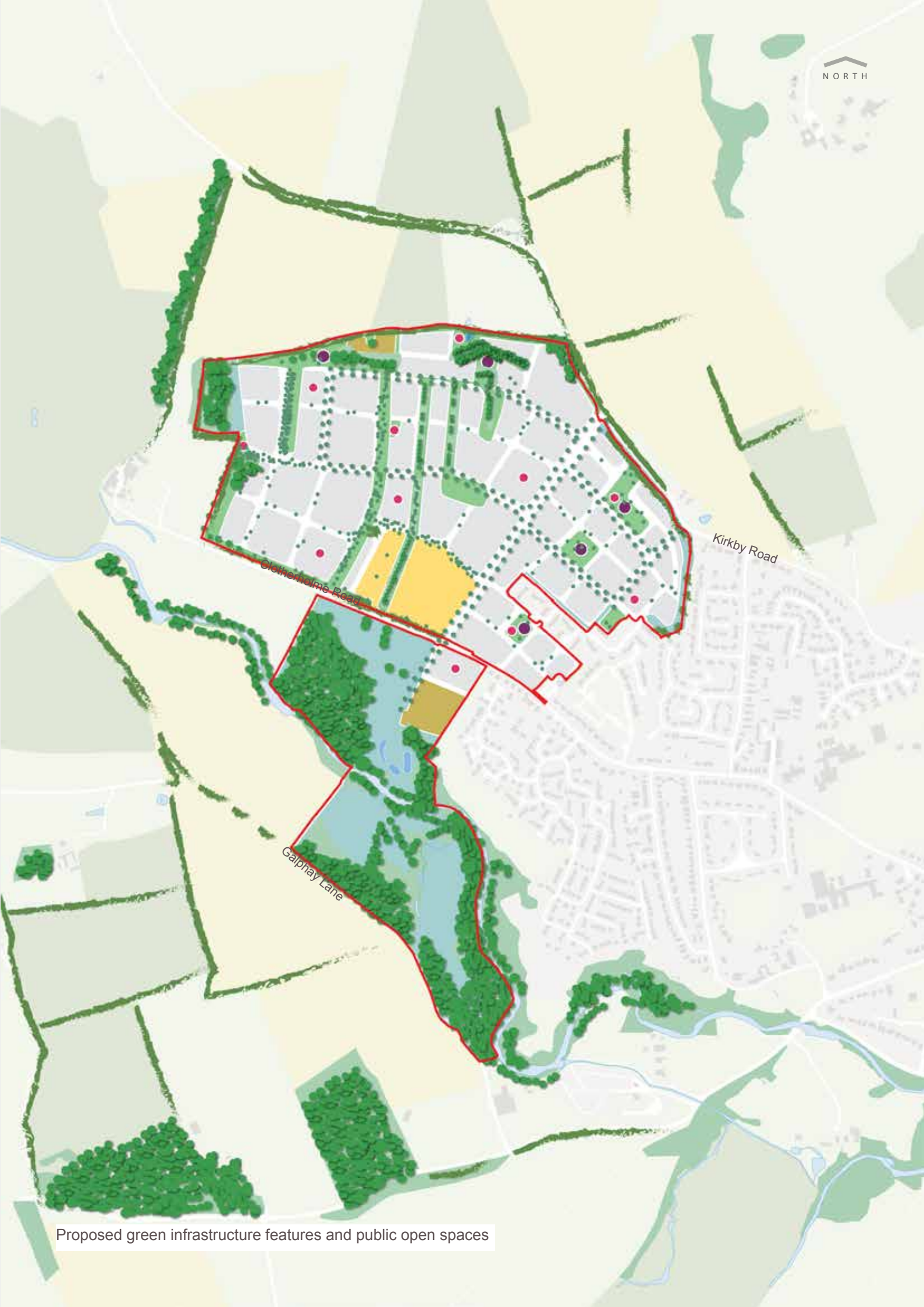
leisure uses. All public open spaces will be designed to be multifunctional in this fashion - delivering both ecological and health and wellbeing benefits. An outdoor sports facility is also reprovided on the site (see page RED64).

Open space typology	Open space required (Harrogate District Council Standard)	Open space provided
Parks and gardens	0.51ha	0.55ha
Natural and semi-natural	9.18ha	25.82ha
Outdoor sports	3.94ha	4.06ha
Amenity greenspace	6.12ha	8.74ha
Play (LEAP)	0.44ha	0.48ha
Allotments	1.36ha	1.58ha
<b>Total</b>	<b>27.16ha</b>	<b>40.73ha</b>

-  Site boundary
-  Proposed trees
-  Retained trees
-  Retained hedgerows
-  Retained pond
-  Amenity greenspace
-  Natural and semi-natural
-  Outdoor sports facility
-  Allotments
-  Parks and gardens
-  Play (LEAP)
-  Proposed attenuation ponds

Open space provision at Clothierholme Urban Village












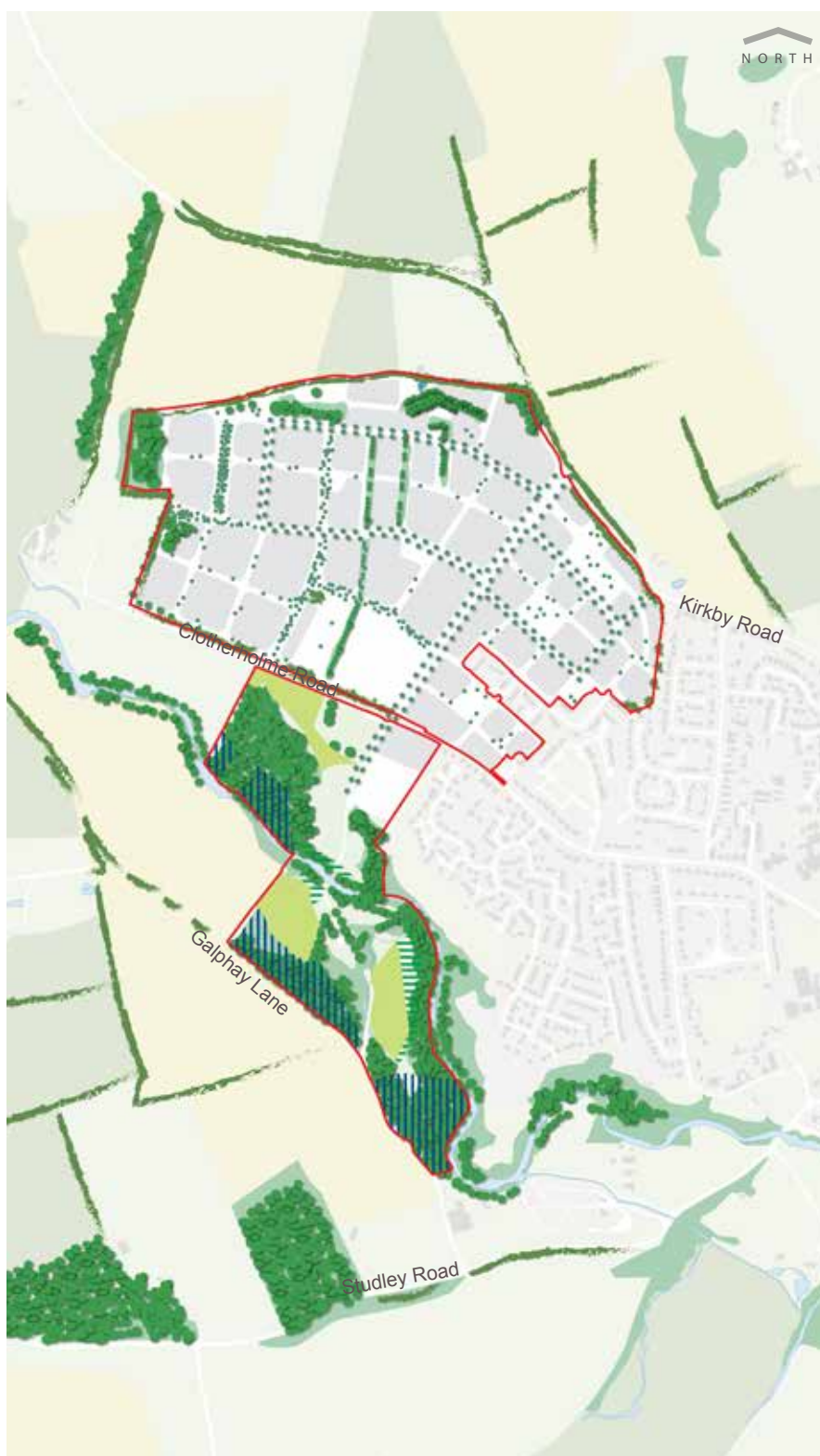
Proposed green infrastructure features and public open spaces

## ECOLOGICAL ENHANCEMENT

The concept masterplan retains key ecological features, provides ecological mitigation and enhances habitats by creating a coherent green infrastructure network. As such, there is no reason relating to ecology that prevents allocation of the site for redevelopment in the manner and scale anticipated within the emerging Local Plan. Measures include:

- Limited public use of Laver Banks for public amenity and dog walking by establishing formalised routes to guide recreational use. This will help to protect sensitive grassland and scrub environments which are important invertebrate habitats.
- Allotments will be placed at the interface between the built parcel and the woodland to act as a buffer for the latter.
- Enhancement and management of retained grassland in the south of Laver Banks to increase species diversity.
- Potential for infill woodland planting to provide a stronger green corridor along the River Laver. Dense edge planting such as hawthorn could be used to deter recreational walkers along the habitats closest to the river.
- Potential to fell or thin existing coniferous plantation and gradually replace with native broadleaved woodland.

- Site boundary
-  Proposed trees
-  Retained trees
-  Retained hedgerows
-  Retained pond
-  Sensitive ecological area (grassland and scrub)
-  Infill woodland along River Laver
-  Coniferous plantation to potentially replace with native broadleaved woodland



Existing ecological features to retain and or enhance





Precedents for ecological enhancements

## OUTDOOR SPORTS FACILITIES

The site will exceed Harrogate District Council's outdoor sports provision standard - providing 4.06ha compared to the Council's required 3.76ha. Harrogate District Council's (2011) Sport, Recreation, Open Space and Village Halls Study assumed an existing quantum of 5ha sports provision on the site. To meet this 0.94ha shortfall, the proposed primary school to the north of the facility will include a 1ha playing field which should be made publicly accessible at appropriate times. Likewise, the primary school should also have access as supplement to its own designated playing field.

The facility will be significantly enhanced: it will provide football and cricket pitches that meet Sport England's size standards. The facility should be made available for use by the wider public to allow all to benefit.



- Site boundary
- Outdoor sports facility

Proposed outdoor sports provision





Precedent photos for outdoor sports provision

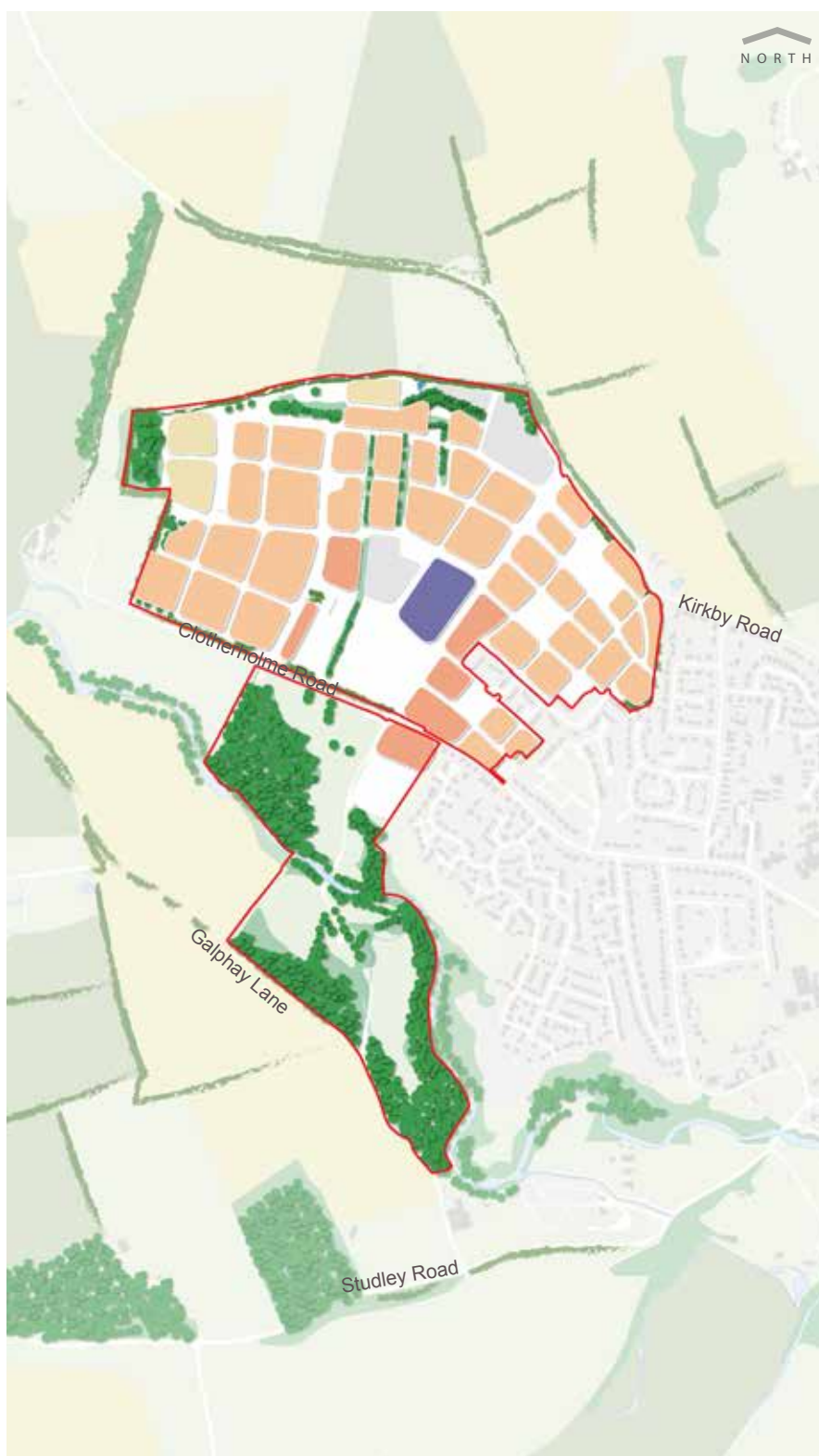
## A MIXED USE COMMUNITY

### HOUSING

Clotherholme Urban Village will seek to provide a range of housing types to suit a variety of potential buyers and renters. In order to successfully integrate with the surrounding context, the development will have three density bands which are consistent with those found in Ripon. Residential blocks of different densities will be placed strategically around the site to respond to the immediate context and ensure good placemaking. For example, lower densities are found at the interface between the site and the surrounding natural landscape, with densities gradually stepping up towards the local centre. The local centre will also contain housing at a density of 45dph, thereby accommodating the need for residential, retail and community uses.

A more detailed breakdown of each density band follows. Each section will include an indicative sketch of 1 ha of each density area.

- Site boundary
- Very low density residential (20dph)
- Low density residential (35dph)
- Medium density residential (45dph)
- Local centre (45dph)



Proposed residential blocks and densities





Precedent photo for very low density housing



Precedent photo for local centre housing



Precedent photos for medium density housing



**Proposed residential mix for houses**

2 bedroom	14%
3 bedroom	33%
4 bedroom	30%
5 bedroom	1%

**Proposed residential mix for flats**

1 bedroom	7%
2 bedroom	9%
2 bedroom flat-over-garage (FOG)	6%
3 bedroom	0% (to the nearest whole number)
<b>Total</b>	<b>100%</b>

## VERY LOW DENSITY

Very low density areas will be located along the northern site boundary and to the west facing the retained shrubland and copses. This should allow the site to integrate with its surrounding natural landscape.

The design approach for the very low density development blocks is as follows:

- Create a green and quiet low density community of large, detached homes
- Strong connections to surrounding open spaces
- Tree lined streets
- Integration of rural cul-de-sacs offering attractive and high value properties around social shared surfaces
- Wide, colourful and quiet streets
- Maintain a building line along the street to improve legibility and offer a sense of unity along the streetscape



- Site boundary
- Very low density residential (20dph)

Proposed very low density residential blocks



Very low density (1ha sample area)		
2 bedroom	0	<b>TOTAL:</b> 20 units
3 bedroom	0	
4 bedroom	16	
5 bedroom	4	
1 bed flat	0	
2 bed flat	0	
Parking	60	



Indicative sketch for a 1ha very low density residential area, showing building, street and parking layouts



St. Ebba's, Epsom (PRP Architects)



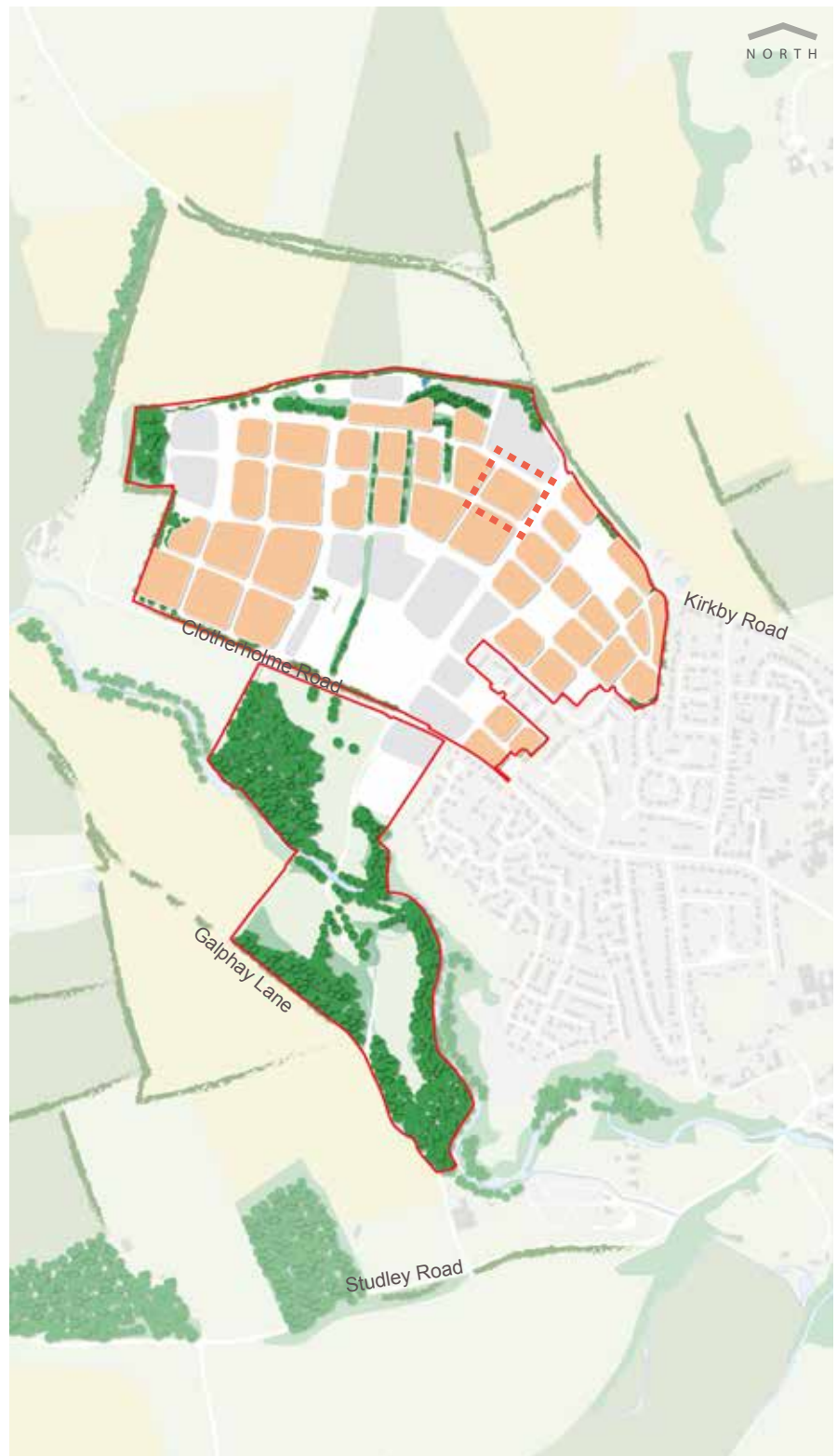
South Broadbridge Heath, Sussex (PRP Architects)

## LOW DENSITY

The majority of the development will be of low density at 35dph. This should allow the site to integrate with the existing settlement by complementing its rural-suburban setting. Clotherholme Urban village should therefore provide a natural extension to Ripon.

The design approach for the low density development blocks is as follows:

- A mix of detached and semi-detached housing on legible and well defined streets, maintaining a feeling of a contained, comfortable space
- Strong links and maximum outlook onto valuable areas of green space
- Maximum frontage onto streets to encourage passive surveillance
- Tree lined streets of green, formal character

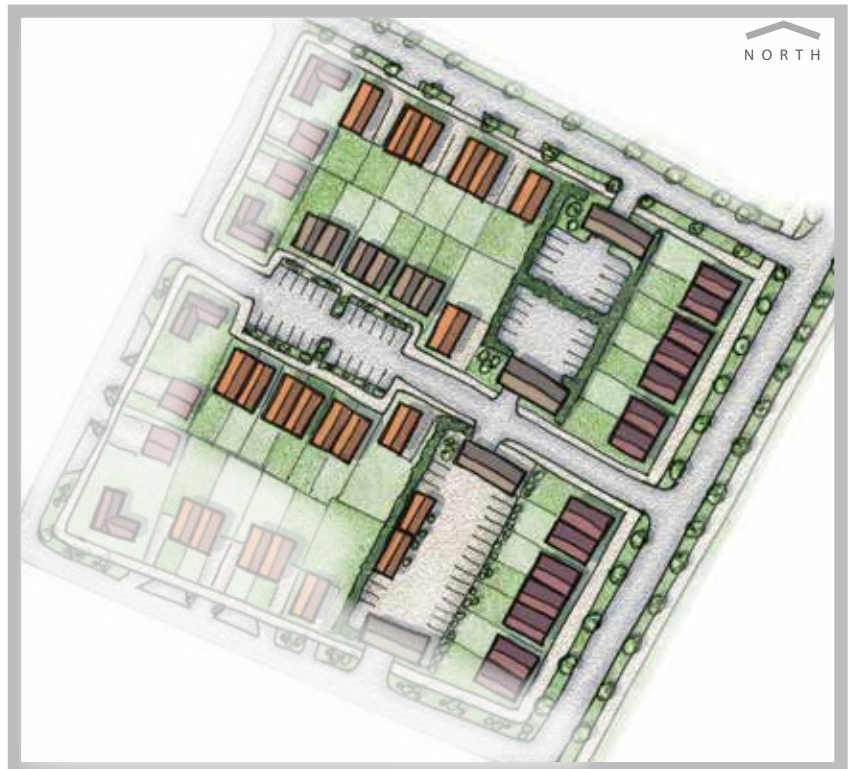


- Site boundary
- Low density residential (35dph)

Proposed low density residential blocks



Low density (1ha sample area)		TOTAL: 38 units
2 bedroom	6	
3 bedroom	16	
4 bedroom	13	
5 bedroom	0	
1 bed flat	0	
2 bed FOG	3	
Parking	90	



Indicative sketch for a 1ha low density residential area, showing building, street and parking layouts



Trumpington Meadows, Cambridge (PRP Architects)



Kilfields, Hertfordshire (PRP Architects)

## MEDIUM DENSITY

Medium density blocks will be concentrated around the local centre. This is part of the good placemaking strategy for Clotherholme Urban Village - clearly signifying through the built form those places of importance for the new neighbourhood.

The design approach for the medium density development blocks is as follows:

- Stepped building lines to create interest along each street, allowing for ample car parking without cars dominating the streetscape
- A hierarchy of streets identifies wider key movement routes separately to narrower, more intimate, residential roads
- Small runs of terrace houses with narrow plots allow for higher density without creating a monotonous streetscape
- Corner apartments to act as gateway markers into the site and to quieter streets, helping loosen the block's formation



- Site boundary
- Medium density residential (45dph)

Proposed medium density residential blocks



Medium density (1ha sample area)		
2 bedroom	6	<b>TOTAL:</b> 46 units
3 bedroom	6	
4 bedroom	6	
5 bedroom	0	
1 bed flat	10	
2 bed flat	18	
Parking	96	



Indicative sketch for a 1ha medium density residential area, showing building, street and parking layouts



Ninewells, Cambridge (PRP Architects)



Great Kneighton, Cambridge (PRP Architects)

## LOCAL CENTRE

The local centre will have the same density as the medium density development blocks at 45dph. Concentrating the relatively higher density blocks in the centre of the site will signify the approach to the community heart of Clotherholme Urban Village, and also allow enough space to provide a number of public open spaces in the surrounding development.

The design approach for the local centre block is as follows:

- To create a relatively denser local centre that maximises land use at the heart of the community
- Maintaining a defined and highly active street frontage onto footpaths and public open spaces
- Frame and define the enhanced outdoor sports facility
- Encourage activity throughout the day by putting residential properties on upper floors
- Create a dense and concealed parking facility to limit its area requirements and offer a more active and pedestrian friendly environment

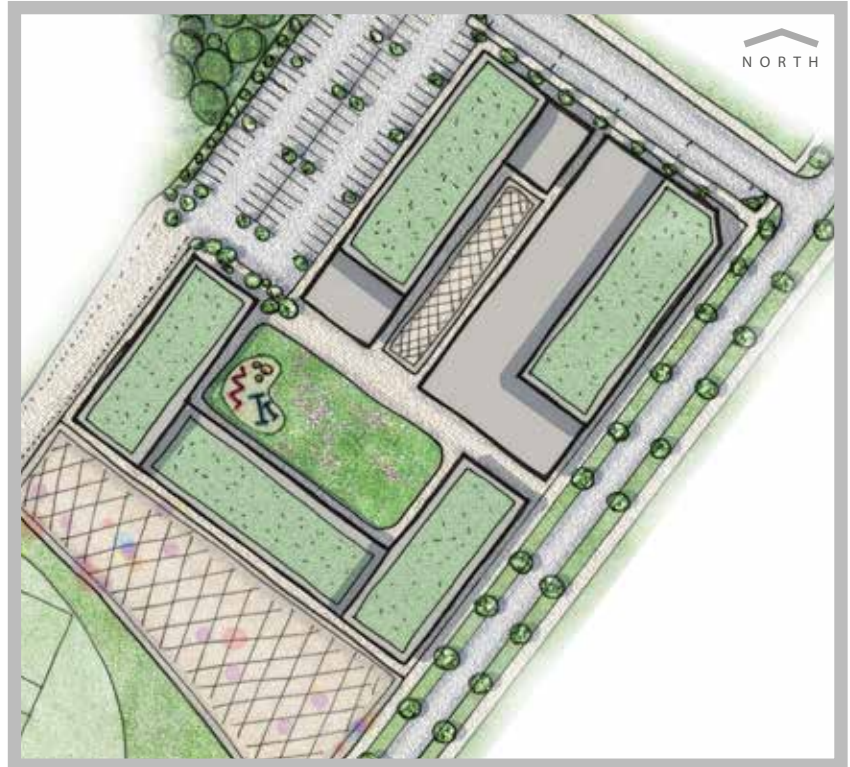


- Site boundary
- Local centre (45dph)

Proposed local centre block, which includes residential use



Local centre density (1ha sample area)		
2 bedroom	0	<b>TOTAL:</b> 58 units
3 bedroom	0	
4 bedroom	0	
1 bed flat	32	
2 bed flat	22	
3 bed flat	4	
Parking	84	



Indicative sketch for a 1ha local centre residential area, showing building, street and parking layouts



South Broadbridge Heath, Sussex (PRP Architects)



Dickens Heath Village Centre, Solihull (Stephen George + Partners LLP)

## COMMUNITY FACILITIES

Clotherholme Urban Village is expected to deliver approximately 1376 units. A new local centre providing a range of community services and small-scale retail opportunities will therefore be created to support this new neighbourhood. These community facilities are located in the centre of the development to allow easy and convenient access for both new residents and residents of existing surrounding settlements.

The following services are currently proposed:

- A community building, potentially including an exhibition on local military history
- Small-scale retail
- A medical centre

The gross internal areas (GIAs) of each of the proposed uses is as follows:

Use	GIA
Community centre/ crèche	500m <sup>2</sup>
Convenience retail	350m <sup>2</sup>
Comparison retail	400m <sup>2</sup>
Non-retail Use Classes A1-5	350m <sup>2</sup>
Medical centre	600 m <sup>2</sup>

- Site boundary
- Local centre
- Distance isochrones



Proposed local centre





Dickens Heath Village Centre, Solihull (Stephen George + Partners LLP)



Precedent for community gym



Precedent for crèche



Het Anker Community Centre, Zwolle, The Netherlands (MoederscheimMoonoen Architects)



Bicester Village Centre, Oxfordshire (Lyons + Sleeman + Hoare Architects)

## EDUCATION

In addition to the local centre, a new primary school is also proposed as part of the “community heart”. It will be 2-form entry and will include a 1ha playing field as part of its 1.47ha plot. In addition, the outdoor sports facility to the south of the school should also be available for supplementary use. Although the Draft Ripon City Plan states that the primary school site should be “not less than 1.6ha”, it is expected that the 0.13ha shortfall will be compensated by the access to the outdoor sports facility.



Proposed primary school development block

- Site boundary
- Primary school
- Outdoor sports facility
- ⊙ Distance isochrones





St Kenneth's Primary School, East Kilbride (Holmes Miller)



Precedent for outdoor sports pitch for primary schools

## EMPLOYMENT

Employment opportunities are located on the northern boundary of the site on Kirkby Road. This location should prevent any conflict between residential and employment uses in terms of noise and light disturbances. 2ha of gross employment area, or 1.6ha net area, will be provided.

Employment types should be compliant with Use Class B1: offices, research and development premises, and industrial processes which can take place within a residential area without damaging the amenity of that area. The total floorspace is anticipated to be approximately 55,000-60,000ft<sup>2</sup>.



- Site boundary
- Employment
- ⊙ Distance isochrones

Proposed employment development block





Precedents for workshop and industrial units



## A CONNECTED URBAN VILLAGE

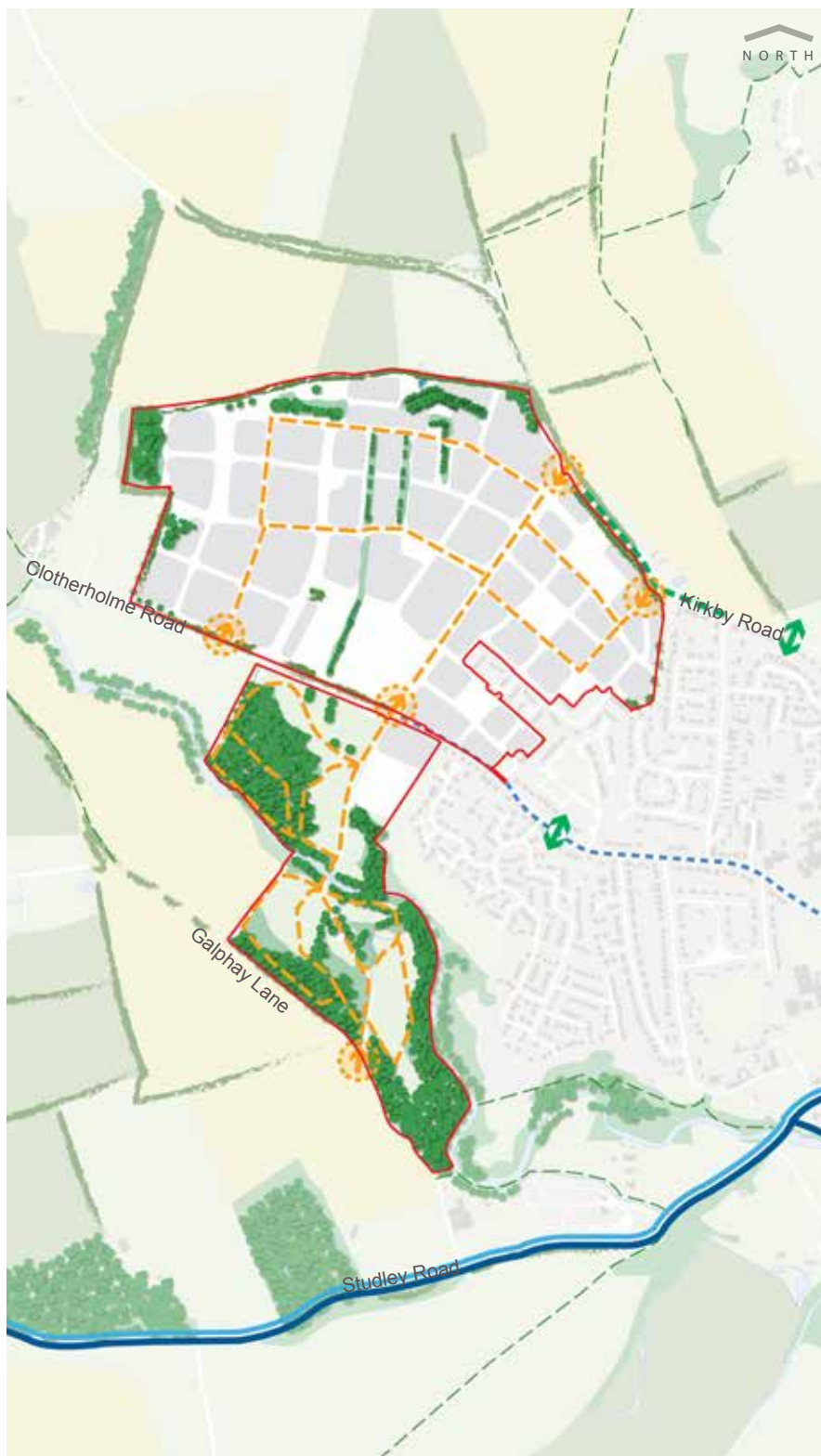
### PEDESTRIANS AND CYCLISTS

The internal layout of the development will be designed in line with Manual for Streets to provide a development that gives priority to pedestrians over vehicles and provides for on-street cycling and cycle parking. This will ensure that movement through the development is easily done by sustainable transport modes and that the development is also easily accessible and well connected to surrounding areas.

It is also proposed to provide footway improvements along Kirkby Road and Clotherholme Road as part of the scheme to encourage walking to and from the site into Ripon. This is particularly important along the section of Kirkby Road that is adjacent to the site as there is currently no footway provision. Access by cycle will be focused on Clotherholme Road and in particular ensuring good cycle access into and from Laver Banks. The access point on Galphay Lane should be improved to allow better connectivity to National Cycle Route 688.

All access points into the site should be considered for pedestrian access, where appropriate. This may require improvement works such as providing new footways at existing vehicular access points, such as on Kirkby Road.

- Site boundary
- - - Proposed primary pedestrian and cycle routes
-  Proposed/potential pedestrian and cycling access points
- - - Potential pedestrian route
- - - Potential cycle route
-  Potential pedestrian crossings
- National Cycle Route 688
- Way of the Roses cycle route
- - - Existing Public Rights of Way



Proposed primary pedestrian and cycle routes



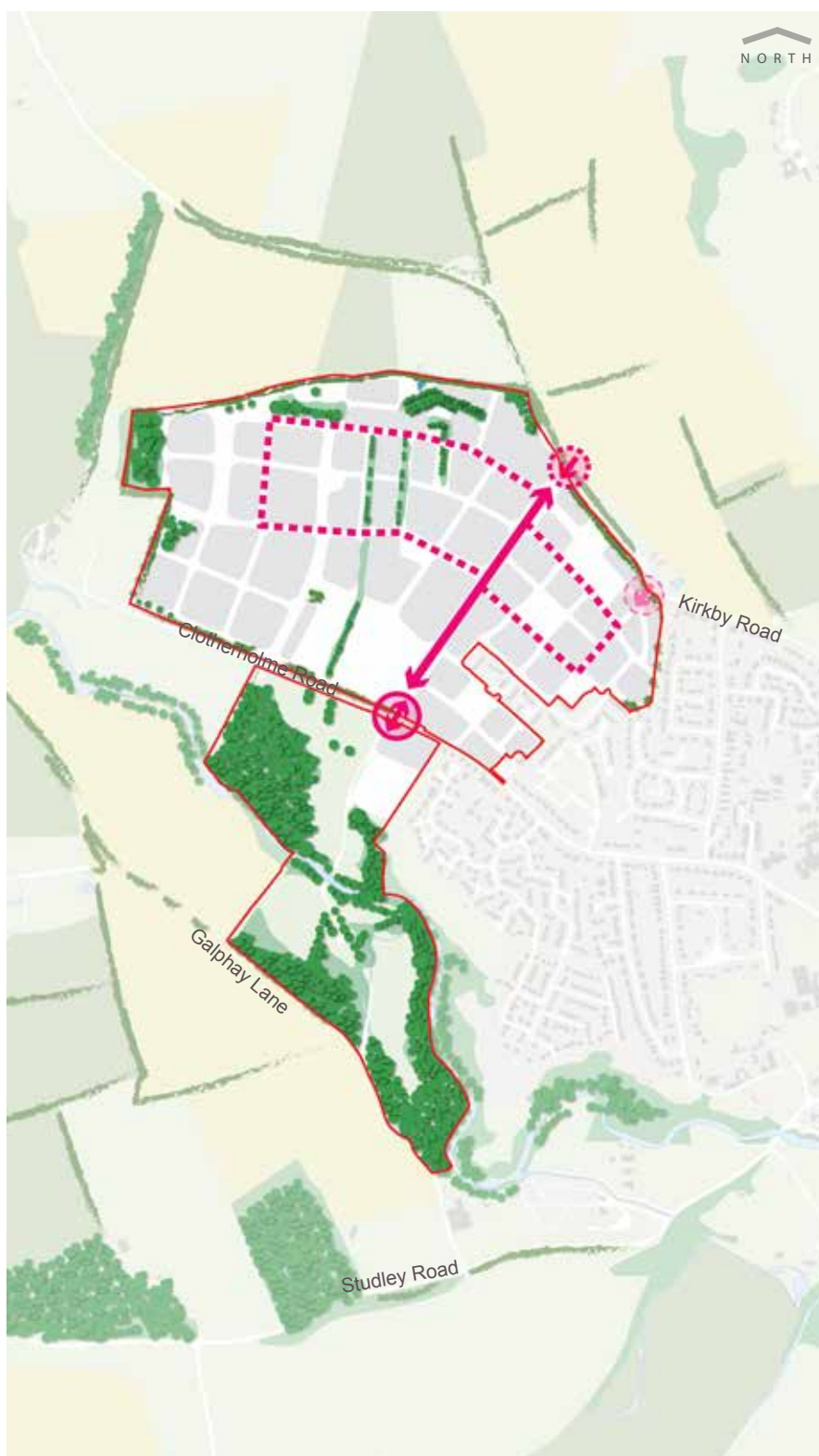


Precedents for pedestrian and cycle routes

## ROADS

The existing main street layout will be retained where appropriate. In particular, Chatham Road which runs north-west through the site will be retained and improved to allow bus access. The development will include a clear street hierarchy of primary, secondary and tertiary streets. These should be located to contribute to the relevant character of its immediate context - main roads with demarcated footpaths in denser areas to shared surface streets in less dense areas.

The existing access points into the point - the Clotherholme Road access to Claro and Deverell Barracks on the north side and Laver Banks on the south side - should be retained and appropriate provision made to improve access for pedestrians and cyclists. This could include extending the footway along the southern side of Clotherholme Road to connect with the Laver Banks access point. Secondary access points should also be provided, for example further west along Clotherholme Road and on Kirkby Road.



- Site boundary
- - - Proposed main road with bus access
- · · Proposed primary streets
- ⊙ Proposed primary access point
- ⊙ Proposed secondary access point
- ⊙ Potential access point

Proposed primary vehicular routes and access points



## PUBLIC TRANSPORT

To encourage sustainable travel to and from the development, it is proposed to extend the existing RS1 bus service that serves Clotherholme and Ripon city centre through the new development. The potential to increase the number of services throughout the day and provide a half-hourly service to the city centre will be explored.



- Site boundary
- - - Proposed extension to bus route
- ⊙ Distance isochrones

Proposed bus route through the site










## HERITAGE

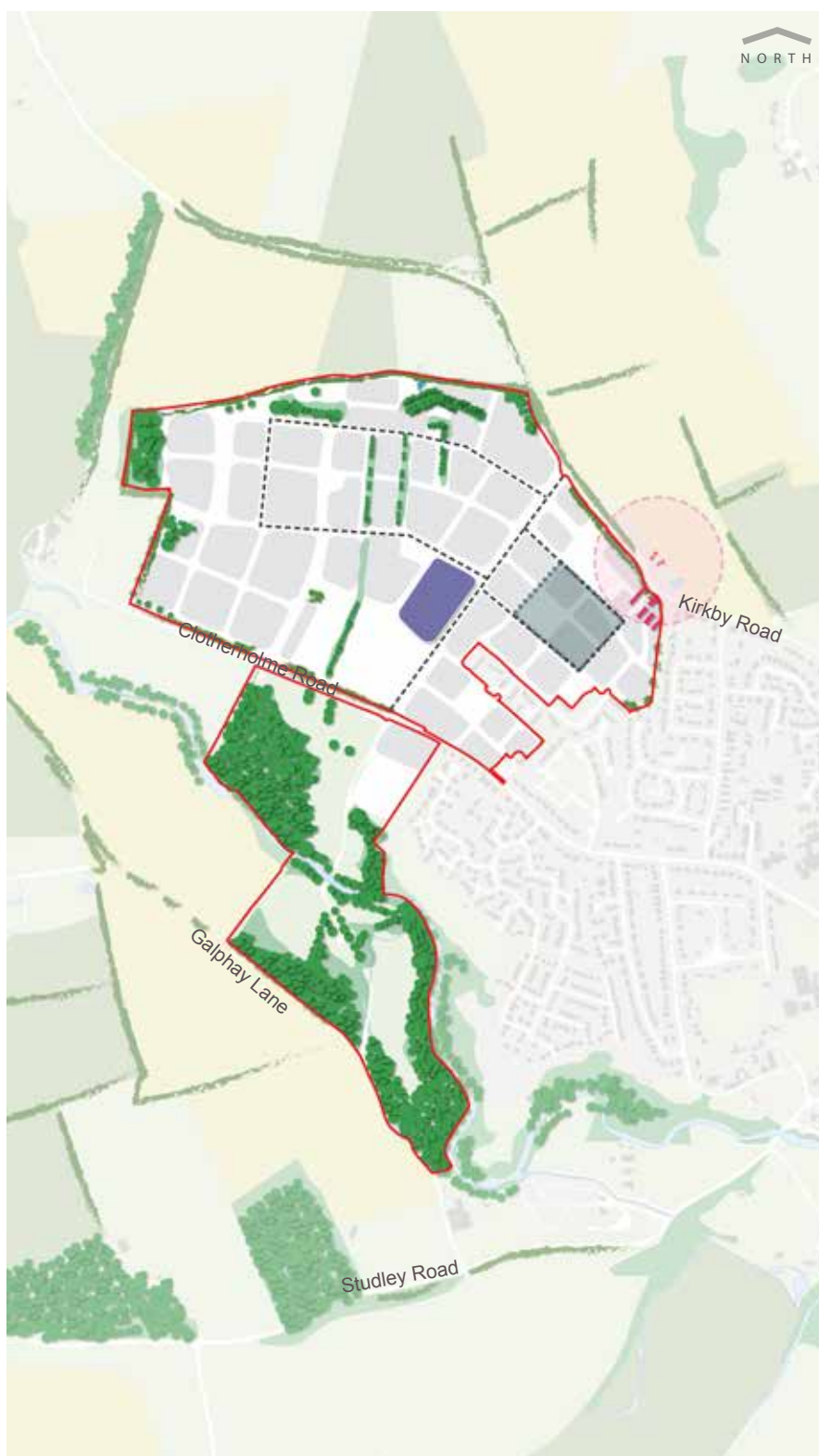
The former military installation on the site has a long history in Ripon. As such, significant heritage assets should be retained and enhanced - not only to respect the past but also to create a distinct identity for Clotherholme Urban Village.

The defining heritage features of the development are:

- Retain and enhance the cluster of timber buildings to the northeastern corner of the site to maintain the setting of the Grade II listed building on the opposite side of Kirkby Road. If the potential access point is also developed here, the buildings will create an attractive gateway into the site.
- The street structure of the site will largely be kept and main routes and access points will be retained.
- The remnant of the parade ground in the eastern portion of the site will be retained “in memory”: the new built form will replicate the footprint of the parade ground.
- Mature trees and hedgerows will be retained in key areas. An existing pond located on the site’s northern boundary will also be retained. The built form should respond accordingly to these natural features.

There may also be the potential to keep any historical artefacts related to the site’s military past in a permanent exhibition in the community building, located in the local centre.

-  Site boundary
-  Retained trees
-  Retained hedgerows
-  Retained pond
-  Local centre
-  Potential to retain timber buildings
-  Grade II listed building and setting
-  Retain existing street structure
-  Parade ground retained “in memory”



Proposed retention of significant heritage features

## SURFACE WATER MANAGEMENT AND UTILITIES

Given the presence of gypsum at relatively shallow depths beneath the site, sustainable drainage systems are unsuitable due to the subsidence risk. Traditional piped systems will therefore be installed, with the potential for attenuation ponds towards the southern end of Laver Banks which has the lowest topography on the site. These ponds should be located in species poor semi-improved grassland areas, as opposed to the neutral and calcareous grassland areas which have a higher ecological value.

Much of the existing utilities infrastructure will need to be diverted either to the edges of the site or beyond the site boundary, at least during the construction period. However, some of the gas mains in the southern portion of Claro Barracks and the 11kv underground cable that runs along Deverell Barracks will be retained and upgraded to supply part of the new development. Other utilities may also be reused, for new supplies to the development, providing there is capacity.

- Site boundary
- Proposed attenuation ponds
- ➔ Surface water flow
- - - Low pressure gas mains diverted
- - - 11kv underground cables diverted
- - - Underground BT cables diverted
- - - Foul water sewers diverted
- Low pressure gas mains retained
- Medium pressure gas mains retained
- 11kv underground cables retained and upgraded
- Substations removed
- Substations retained



Proposed surface water management features and utilities



## PHASING STRATEGY

### PHASE 1

The phasing strategy for Clotherholme Urban Village follows a logical order. First to be developed will be the Deverell Barracks site to the east as it is already vacant

### PHASE 2

Following the redevelopment of Deverell Barracks, the phasing strategy will progress eastwards. Phase 2 of the strategy will redevelop the central portion of the site, including the local centre, primary school, outdoor sports facility, and employment opportunities. This should allow the benefits of the development to be shared with residents in existing neighbourhoods at the earliest opportunity, as well as supporting the new community. The primary road through the site will also completed.

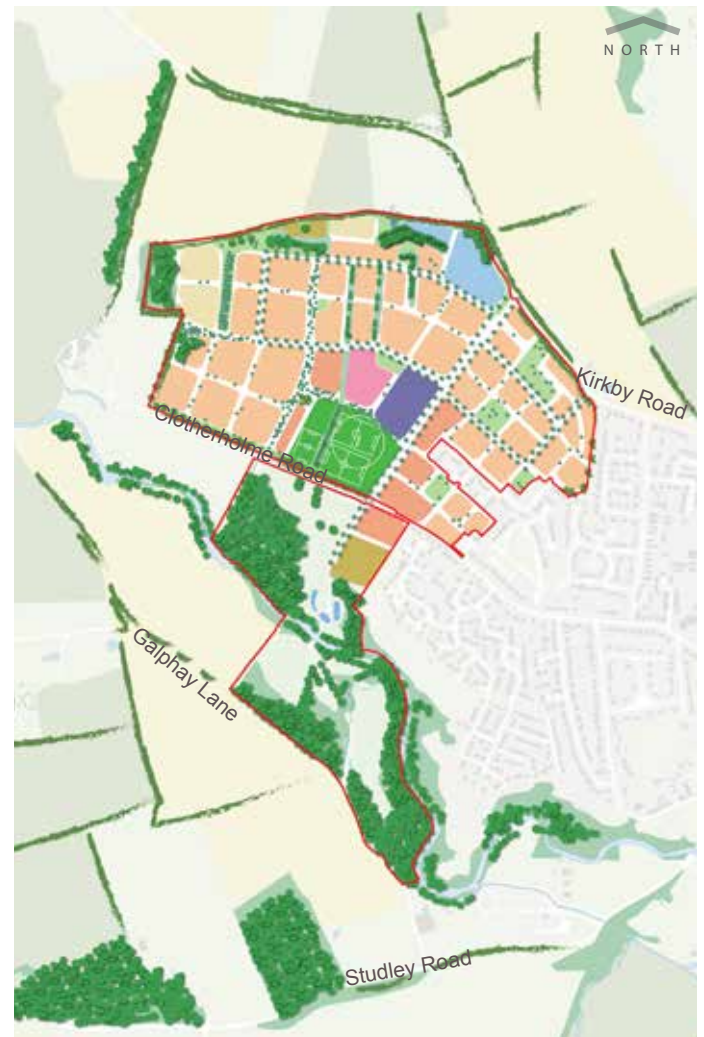
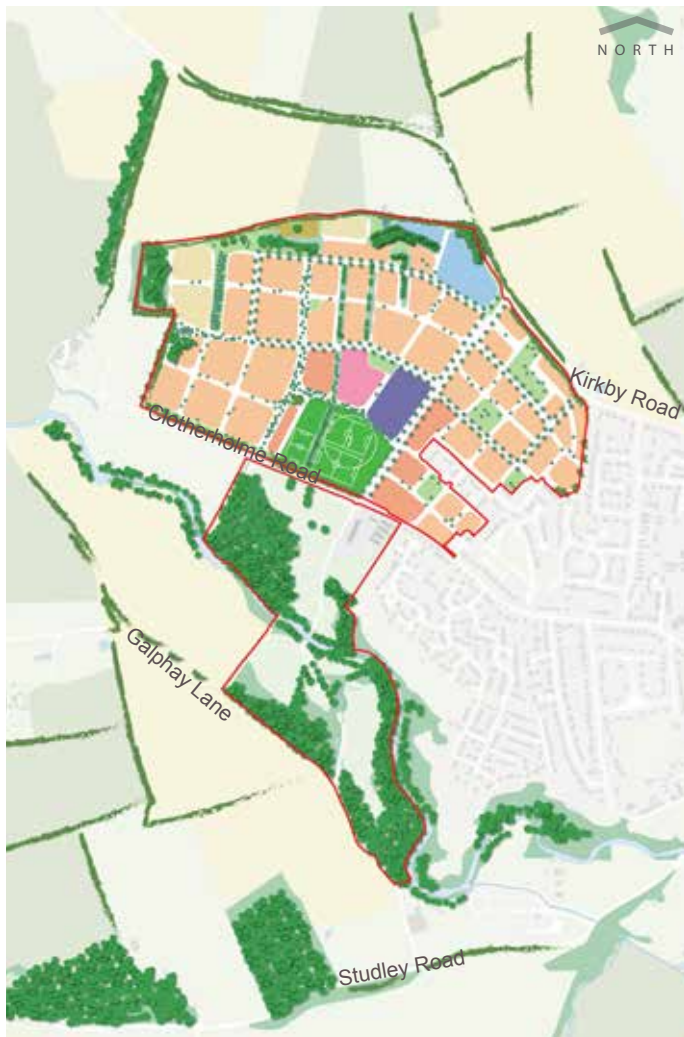


**PHASE 3**

Phase 3 will redevelop the western portion of the site, completing the redevelopment of Deverell and Claro Barracks. Particular care will be taken along the western boundary where there are existing shrubs and copses to be retained.

**PHASE 4**

The final phase of redevelopment will comprise of the single development block on the eastern boundary of Laver Banks as it is the most ecologically sensitive area of the site. An allotment will also be created to act as a buffer between the residential development to its north and the existing woodland to its south.



### SUMMARY OF KEY BENEFITS

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The proposal will assist in meeting and improving the economic, social and environmental objectives of the Harrogate Local Plan in line with the presumption in favour of sustainable development as defined by Paragraph 14 of the National Planning Policy Framework.

Clotherholme Urban Village will create a vibrant new neighbourhood in place of the former military installation. It will provide approximately 1,300 new homes and important community facilities, all while responding sensitively to the site's ecological features.

Clotherholme Urban Village aims to meet the objectives of the Emerging Local Plan and the Ripon City Neighbourhood Plan, which include the following:

#### TO IMPROVE ACCESSIBILITY WITHIN RIPON AND BEYOND

Clotherholme Urban Village will prioritise sustainable transport modes and aims to encourage walking in particular. All streets within the site will be designed in line with the recommendations in Manual for Streets. The development will also allow the site to be opened up and connected to existing Public Rights of Way. In addition, footway improvements may be provided on the local road network - such as along Kirkby Road and Clotherholme Road - to encourage walking to and from the site into Ripon. The existing access point on Galphay Lane should also be improved to allow better cycling connectivity to National Cycle Route 688. Bus route RS1 may also be extended into the site to provide

quick and easy access to and from Ripon city centre.

#### TO ALLOCATE SITES FOR COMMUNITY PURPOSES

A new "community heart" will be provided in the centre of Clotherholme Urban Village. The local centre will include retail, a medical centre and a community building. A primary school and employment opportunities will also be provided, as well as the re-provision of the existing outdoor sports facility on site. These new facilities will be accessible to existing residents in Ripon's suburbs to ensure that the wider community experiences the benefits of the development. New public open spaces that meet or exceed the standards set by Harrogate District Council will also be provided, generating benefits for both local wildlife and the health and wellbeing of residents. These spaces, together with the retention of trees, hedgerows and water features where appropriate, will create a consolidated green infrastructure network within the site and beyond.

#### TO CONTRIBUTE TO MEETING THE NEED FOR NEW HOMES

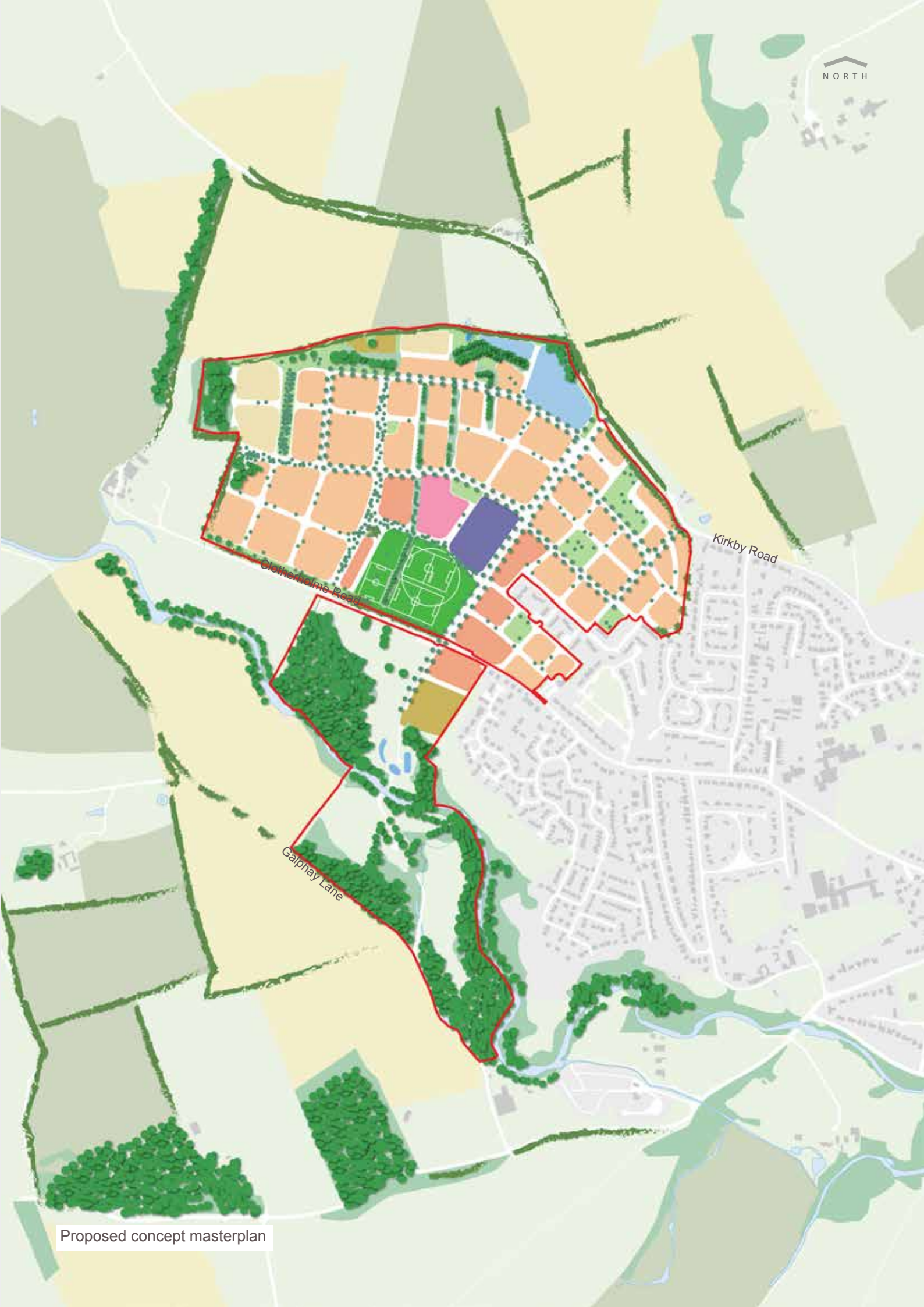
The development will make a major contribution of approximately 1,300 homes to the housing supply in the Borough through the delivery of a variety of typologies and tenures. Homes will be available at both affordable and market prices and will include detached and semi-detached houses, terraces and apartments.

#### TO FACILITATE THE REGENERATION OF RIPON

Clotherholme Urban Village will deliver the long-awaited redevelopment of this former military site. It will provide a mix of uses for both new and existing communities, including not only housing but also employment at a level which satisfies market demand. The Vision also provides education and community facilities, retail, and high quality landscaping. Mature trees and hedgerows will be retained where possible and new planting and green spaces added to improve the ecological and social value of the local environment. Local sustainable transport networks will be reconnected through new walking and cycling routes within the site that connect to existing routes, and the potential for improvements to be made to local footways.

Clotherholme Urban Village will therefore be designed to deliver great value not only to the new community who will reside in the new development, but also to existing Ripon residents and the wider landscape. By providing new public open spaces, community facilities, and transport improvements, the aim for Clotherholme Urban Village is to lift the value of the wider Ripon area by providing well-designed homes and delivering substantial public open spaces for all.





Clothiers Lane

Kirkby Road

Galphay Lane

Proposed concept masterplan