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Clotherholme FAQs

Homes England and the Defence Infrastructure Organisation (DIO) are working in partnership to bring forward the re-development of Ripon Barracks. This is a key strategic project for the both Homes England and the DIO and we are working with Harrogate Borough Council, North Yorkshire County Council, and the York, North Yorkshire and East Riding Local Enterprise Partnership to make Clotherholme a successful place.

The following questions are those which have been asked frequently by the community about the re-development of Ripon Barracks into the proposed mixed-use Clotherholme development. Reference is made throughout to the Outline Planning Application documents, which can be viewed on Harrogate Borough Council's planning portal [here](#).

The Existing Ministry of Defence Barracks On The Site

1. Why are the Barracks being redeveloped?

In 2016 the Ministry of Defence announced an ambitious 25-year portfolio of construction activity, unit and personnel moves and site disposals, including the closure of Ripon Barracks with the relocation of our Armed Forces to other sites. This frees up valuable brownfield land on the edge of Ripon that can be re-developed for a range of uses including homes, employment and business uses, recreation and community uses and necessary infrastructure. Any financial returns from the development will be re-invested in our Armed Forces.

2. What is the financial return anticipated from the development?

The details of the anticipated financial return of the project cannot be disclosed for reasons of commercial confidentiality. All financial returns from the development will be re-invested in our Armed Forces to ensure the best possible re-provision of military facilities. For further information please see information contained within [this document](#).

3. Will the project effect the existing military homes adjacent to the barracks?

The existing family accommodation adjacent to the base is managed on behalf of the Ministry of Defence and is not affected by this proposal.





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Design and Build Quality

4. How will build quality be ensured?

We have produced a Design Guide, which forms part of a suite of planning documents that have been submitted as part of the Outline Planning Application. This document sets out mandatory codes which future development must comply with, and will aim to achieve excellent design quality at Clotherholme.

In addition, Homes England and the DIO will enter into Development Agreements (a type of Contract) with developers and housebuilders for the site, and will use these to ensure that the buildings and place delivered on the site meet the design quality requirements as set out in the Design Guide. The development of the Design Guide included substantial input from key stakeholders like the Ripon Neighbourhood Plan Writers.

5. How will Clotherholme look like part of Ripon?

To establish how a development at Clotherholme should look, so that it is part of Ripon, we have carried out a character analysis of the built environment of key parts of Ripon, outlying villages and the Ripon Barracks site. From this analysis and from discussions with the community groups, we have developed a design approach that will ensure the new development reflects the rich character and quality of these places. Details of the character analysis can be found in the Design and Access Statement, and guidance on how this will be reflected on the site is in the Design Guide. Both of these documents have been submitted as part of the Outline Planning Application and are available to view on Harrogate Borough Council's planning portal.

6. Are any of the existing military buildings (i.e. workshops) being re-used?

It is not our intention to re-use any of the buildings currently on the site, as they are all purpose built. For example, the buildings on Deverell have reached the end of their lifespan and the remainder on other parts of the site do not provide modern accommodation or meet efficiency standards, meaning that they won't be attractive to new uses and are not viable or feasible for re-use.

7. How will the new development reflect the engineering history of Ripon Barracks?

Homes England and DIO are exploring opportunities to see how the employment proposed at the site could be a centre of excellence based on engineering given the engineering heritage of the site. Homes England and DIO will continue to work with the Local Enterprise Partnership to develop these ideas further for the delivery stage of the development.





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8. Will there be any military buildings kept for heritage purposes?

There are no plans to retain existing buildings for heritage reasons. A detailed assessment has been carried out on the buildings considered to be of most historic interest and conservation recording of the buildings will take place prior to the site being cleared. Historic and military references have been used to develop the masterplan and have informed both the layout of the development and its built form (in the form of building material choices). This is captured in the Design Guide. We also plan to keep the street names where we are retaining existing roads that have military links (e.g. Chatham Road). Other options that Homes England and DIO will explore are the potential for public art and opportunities for 'virtual tours' of the site using digital technology.

Movement and Connectivity

9. How have you approached travelling to and from the site?

We have prepared a Transport Assessment, which is a requirement for planning applications of this type. It deals with matters related to transport and connectivity and has considered walking, cycling, public transport and cars as modes of travel, considering how the amount generated from the proposed development can and should be accommodated. The Transport Assessment advises whether improvements are required and what those improvements should be. It is now available to view on Harrogate Borough Council's planning portal.

10. When were traffic counts conducted?

The traffic counts used for the Transport Assessment were undertaken in June 2019. The Design Manual for Roads and Bridges (Volume 13, Part 4) sets out recommended best practice for traffic counts and recommends that such data is collected in a neutral month and confirms that June is indeed a neutral month. The automated count surveys were undertaken on Saturday 1 June to Saturday 8 June 2019 and the manual count surveys were undertaken on Tuesday 4 June 2019. For the avoidance of any doubt, the schools in North Yorkshire returned for the summer term on Monday 3 June 2019, so the data used for analysis was collected in term time and does include school traffic. Information about the traffic counts undertaken is available in Section 3.3 and Appendix C of the Transport Assessment, which is now available to view alongside the other Outline Planning Application documents on Harrogate Borough Council's planning portal.

11. Has the Transport Assessment been independently reviewed and, if so, can a copy of this review be shared?

Following engagement with Ripon City Council, the council commissioned their own study into the draft Transport Assessment. This report is now available to view on the Ripon City Council website.



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12. Have all new developments within the local area been considered within the Transport Assessment?

The supporting work for the Transport Assessment has been discussed and the approach agreed with North Yorkshire County Council as the Local Highway Authority. Committed developments in the local area have been considered within this Transport Assessment, including 150 homes at Bellman Walk, the Ash Grove mixed use development, 390 homes at West Lane and 150 homes at Harrogate Road.

13. Will the Transport Assessment be reviewed in the coming years?

The Outline Planning Application and its supporting documents, including the Transport Assessment, will be assessed by Harrogate Borough Council and a decision will be made based on this information which has fully considered both present day conditions as well as post development conditions taking into account known and agreed impacts and trends. The planning process does not have a system through which such decisions are retrospectively reviewed but, as this is not a detailed application for highways works, the transport proposals will be refined alongside North Yorkshire County Council as the Local Highway Authority as the scheme progresses. It should also be noted that the Transport Assessment looks at the impact of the development when it is complete, assessing the long-term post-development impacts in 2035.

14. Have you considered how the development will impact regional and nationwide routes from Ripon?

The development's impacts on strategic routes into and out of Ripon, including connections to motorways and A-roads, is considered in the Transport Assessment, and will be assessed by Highways England as part of the planning application determination process. It will be for them to judge whether any adverse impacts are anticipated on the Strategic Road Network.

15. What will the primary and secondary vehicular access points to the development look like?

Detailed designs of these accesses are included in the Transport Assessment, which was submitted alongside the Outline Planning Application and is now available to view online at Harrogate Borough Council's planning portal. The primary and secondary access points are primarily proposed to be T-junctions.

16. How will cycling and walking links be improved?

Clotherholme Road will be the primary route for pedestrians and cyclists. Homes England and DIO are proposing dedicated cycleways on part of Clotherholme Road within the highway and pedestrian crossing points at key pinch points on existing footways.





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Kirkby Road will also be a route for pedestrians and cyclists. Homes England and DIO are proposing to ensure there are continuous footways along the road, with crossings at key pinch points on the existing footway leading into the centre of Ripon.

Pedestrian and cycle paths are also proposed through Laver Banks, connecting the site with Galphay Lane and Studley Road and to existing footpaths and bridleways leading to destinations such as the city centre, Fountains Abbey, and Studley Royal.

There are also proposals for widening footways in the city centre, which will be progressed with North Yorkshire County Council, and the potential for additional cycle parking in the city centre, which is being progressed with North Yorkshire County Council and Harrogate Borough Council.

17. What will the new cycle path on Clotherholme Road look like?

More information about the proposed Clotherholme Road cycling route is available in Section 8.10 and Appendix W of the Transport Assessment. For the majority of its length, this cycle path will be 1m wide, which is a width that operates successfully elsewhere in North Yorkshire. A segregated cycle path will only be included where road space allows and, as such, at some points cyclists will have to join the carriageway.

The detail of this cycle path, as well as other proposed new and improved cycle routes, will continue to be developed in conjunction with North Yorkshire County Council (the Local Highway Authority) and Harrogate Borough Council (the Local Planning Authority). Through the Outline Planning Application process, North Yorkshire County Council will be able to attach conditions that guide the detailed designs of the routes, which they will then consult on in order to secure statutory approvals. This process will determine the final proposed detailed design of these routes.

18. What public transport improvements will happen?

Homes England and DIO will make a contribution to public transport improvements, with the final arrangements on how they will be delivered to be agreed with North Yorkshire County Council.

These improvements could include a new bus route within the site, which could be an extension of the existing bus service, with a greater frequency. There is also the potential to take an alternative approach, which would see this contribution pooled with a wider pot of contributions received from other developments in Ripon, and put towards a more holistic approach to public transport improvements in the city whilst making provision for improvements at Clotherholme. Homes England and DIO would support either approach.





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19. How are road links to the city centre going to be improved?

The Transport Assessment has identified four key junctions in the city as in need of improvements, which will be done as a consequence of the development, to mitigate its impact. These are:

1. High/Low Skellgate.

- State of the art traffic light control systems will be installed, allowing more traffic to pass through the junction.
- A change will be made to the signal sequence to allow the Somerset Row and Water Skellgate arms of the junction to function simultaneously.

This junction is currently operating over capacity and therefore these improvements will be carried out at the start of the development.

2. Clocktower Junction.

- State of the art traffic light control systems will also be installed, enabling more traffic to pass through the junction.
- North Street western arm left lane changed to left turning traffic only and right lane changed to ahead and right turning traffic. This will increase the number of vehicles that can pass over the stop line when the signal is on green.
- 12 metre right turn box for turners from North Street's western arm into Princess Street. This will make the junction more legible for drivers and prevent right turners blocking ahead movements.
- 15 metre right turn box for turners from North Street's eastern arm into A6108/Palace Road after the stop line. This will make the junction more legible for drivers and prevent right turners blocking ahead movements.

This junction is currently operating over capacity and therefore these improvements will be carried out at the start of the development.

3. Coltsgate Hill.

- State of the art traffic light control systems will be installed, enabling more traffic to pass through the junction.
- 12 metre right turn box added for turners from North Street's north arm to Coltsgate Hill. This will make the junction more legible for drivers and prevent right turners blocking ahead movements.
- Realignment of Coltsgate Hill's northern kerb line to allow for two lanes for 18 metres, which gives extra room for HGVs, reducing their need to straddle both lanes. The extra lane also increases the





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capacity of the stop line, with more traffic passing through the junction every time the signals are on green.

This junction is currently operating under capacity and therefore these improvements will be carried out as early as possible – we will agree timescales with North Yorkshire County Council as the Local Highway Authority.

4. Blossomgate/Westgate.

- State of the art traffic light control systems will be installed, enabling more traffic to pass through the junction.
- Proposed signalised crossing to replace existing zebra crossing facility.
- Existing priority junction to be signalised with pedestrian crossing facilities on all approaches.

This junction is currently operating under capacity and therefore these improvements will be carried out as early as possible – we will agree timescales with North Yorkshire County Council as the Local Highway Authority.

20. Why are mini-roundabouts no longer proposed?

Homes England and DIO have updated proposals for the four city centre junctions on the basis of discussions with North Yorkshire County Council as the Local Highway Authority. As the Local Highway Authority, it is for the council to determine the level and type of mitigation required and their guidance has been followed in this matter.

21. What will the signalling upgrades consist of?

The upgraded junction designs will incorporate revised layouts and new signal equipment to allow more cars to pass through the junctions, reducing the amount of standing traffic. The new signals will be state of the art and will enable monitoring traffic flow and coordinate with adjacent junctions.

22. What proposals are there to address the existing parking deficits in the carparks and side streets of Ripon?

Existing parking supply in Ripon is not an issue that Homes England and DIO have any control over, and changes to parking in the centre of Ripon and further afield is not something which this or any development of this nature is required to consider. Parking provision proposed for the site itself is in line with Local Plan policy.





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23. Can you guarantee that the offsite highways works will happen?

The principle of the offsite highways works (i.e. the junction improvements and the walking and cycling route improvements) will be agreed through the Outline Planning Application process. North Yorkshire County Council (as the Local Highway Authority) will then be able to attach conditions to the application to guide the detailed designs of the interventions, which they will then consult on in order to secure statutory approvals. This process will determine the final proposed detailed design of the works, and the timeframes in which they will be implemented. Until these processes have been completed, we cannot say with certainty that the works will happen.

24. What are the anticipated impacts on and around Bishopton Lane?

We do not anticipate that traffic will utilise Bishopton Lane as a main route to / from the development. As such, the Transport Assessment has not identified Bishopton Lane as an area requiring improvements specifically as a result of an increase in traffic from the development, as the impacts on the Lane are anticipated to be minor. However, engagement with the Local Highway Authority has highlighted existing issues with rat-running on the Lane and, as a result, traffic calming measures are proposed. These measures are summarised in Section 8.13 and Appendix Z of the Transport Assessment.

25. Will the highways be adopted?

All highways within the site will be built to adoptable standard so that they can be adopted by North Yorkshire County Council as Local Highway Authority.

26. Can the route across River Laver via 'Bailey Bridge' to Galphay Lane be used for vehicular traffic?

Our Transport Assessment has found that there is no need for any additional roads to serve the site as the level of traffic generated by the site can be accommodated within the existing network, providing the proposed mitigation works to four city centre junctions are undertaken.

The adopted Local Plan, which allocates the site for development, sets out which highway improvements are required to accommodate the traffic generated from the development and it identified improvements to four city centre junctions. Further points to note are that if a road through Laver Banks for vehicles were to be provided, it would need to have a 7.3m carriageway, a 2m footway on one side and a 3m shared foot and cycle way on the other side, which means it would be a 12-13m road, and this will have to be lit and drained. This would have a significant impact on the parkland character of Laver Banks and biodiversity and it means that a well-connected recreation and sports hub facility, as is proposed for Laver Banks, could not be achieved as it would mean that the sports pitches and facilities were separated by a major road which would also encroach on proposed playing pitch locations..



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Therefore, there are no proposals to open this route to vehicular traffic, although improved routes will be provided for a pedestrians and cyclists linking to Galphay Lane and beyond.

27. Why is a link road or bypass not considered necessary?

Our Transport Assessment has found that there is no need for any additional roads to serve the site as the level of traffic generated by the site can be accommodated within the existing network, providing the proposed mitigation works to four city centre junctions are undertaken. The supporting work for the Transport Assessment has been discussed and the approach agreed with North Yorkshire County Council as the Local Highway Authority.

28. Will any restrictions be placed on construction traffic?

As master-developer, Homes England and DIO will need to agree a Construction Management Plan with Harrogate Borough Council as planning authority and this will set out how and when construction traffic arrives at the site. The Construction Management Plan will seek to minimise the environmental impact of construction traffic. Whilst this will be agreed nearer the time of construction, Homes England and DIO are keen to acknowledge the obvious conflict between schools, school related traffic and construction traffic, and would actively propose to restrict construction traffic from Clothholme Road during school opening and closing times, as well as the more normal restrictions on early morning/evening/weekend deliveries by construction traffic.

Sustainable Clothholme

29. Will Clothholme be energy efficient?

In addition to ensuring that all buildings are built to the latest energy efficiency standards, the Design Guide will ensure that sustainability measures are built into the development, such as maximising the orientation of buildings to take advantage of solar gain. The revised masterplan incorporates a Sustainable Urban Drainage approach, which is both sustainable and provides large areas of open space within the site - these are described as 'green-blue corridors' on the masterplan. Our work is ongoing to ensure the substantial employment space is designed to reduce the need for Clothholme residents to travel by placing employment within the centre of the development. Finally, other facilities in the centre like the school and local retail provision is also aimed to reduce the need to travel for basic needs.

Separately we have started a dialogue with the Local Enterprise Partnership to investigate what additional measures can be brought into Clothholme to make the development an even more sustainable place.





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30. What impact will the development have on pollution and how will people be protected from adverse effects?

The Environmental Statement has a chapter dedicated to air quality. The assessments for this chapter consider the increased number of homes and the increased number of vehicle movements in Ripon, both from the redevelopment of the barracks and other planned developments in the local area in 2025, 2030 and 2035. They also consider air pollution resulting from congestion, referencing the current city centre Air Quality Management Area. Following the implementation of mitigation measures, no significant effects are expected once the development is complete (2035). The Environmental Assessment was submitted alongside the Outline Planning Application and is available to view on Harrogate Borough Council's planning portal.

In addition, providing facilities such as a primary school, employment space and other local amenities on site will reduce new residents' need to leave the site for essential services and the provision of new cycle and pedestrian routes across and out of the site, as well as improved public transport, will maximise the number of journeys made using sustainable modes. These interventions will help mitigate any potential rise in air pollution.

The overall Clothierholme project will also deliver bio-diversity net gain, which will act to help increase the uptake of pollutants such as CO₂.

31. What noise impacts are anticipated from the development?

The Environmental Statement has a chapter dedicated to noise and vibration. This chapter considers the potential noise and vibration impacts on identified receptors (e.g. nearby homes) from construction and/or decommissioning works, baseline sound sources and the scheme during operation, as well as noise associated with increases to road traffic as a result of the development. The assessment concludes that the noise and vibration associated with the construction works will be mitigated through the application of industry standard best practice measures, with any additional specific mitigation detailed within a Construction Environmental Management Plan (CEMP), if required. During operation, noise impacts resulting from operational traffic, building services plant, entertainment noise and playground/sports pitch noise are not considered to be significant. Consequently, no mitigation measures are recommended during the operational stage of the development.

32. Why are you not going over and above standards for sustainability?

Homes England and DIO adhere to Government policy and their remit does not include creating policy on the sustainability of new homes. Changes to policy on the sustainability of new homes need to be driven by Members of Parliament as national policy-makers.





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The Community Hub

33. Will the Community Hub include facilities such as shops, restaurants and healthcare facilities?

There will be the potential for retail facilities within the community hub, such as a local convenience store and small retail units. The intention is that retail provision will complement city centre retail and will not be in competition. There is flexibility for the types of building proposed to allow them to accommodate a range of uses and this could include attracting existing businesses, helping them to grow.

We will encourage healthcare providers, such as a doctor's surgery and dentists, to the site. Provision of such facilities is dependent on primary healthcare providers and the demand for what may be a 'satellite' operation. There are extra care and supported living homes planned to be built near to the Community Hub, which will help create demand for such facilities, and Homes England and DIO have also started to have some initial discussions with long term healthcare providers.

34. Does the school have its own sports pitches, and can they be used out of term time?

Yes, it is proposed the school will have its own sports pitches. We are working with North Yorkshire County Council to put in a place a requirement that the school is to allow the wider community to use the sports facility, and this will be secured through a Community Use Agreement. This would include use out of term time too.

35. Will there be drop off and pick up facilities for the school?

Yes, there will be drop off and pick up points at the school. The design of the school and related facilities will come forward through a Reserved Matters Planning Application submitted at a later date.

36. What will be done to ensure new residents have access to secondary schools?

Evidence does suggest secondary schools in the area are at or nearing capacity; however, discussions with North Yorkshire County Council have concluded that the proposed development site is not the best location for a new secondary school. The development is likely to make a financial contribution to supporting secondary school provision in the area to ensure there are enough secondary school places in Ripon to serve the population of the proposed development. Homes England and DIO are already speaking to the two secondary schools closest to the site (Ripon Grammar School and Outwood Academy) about how the development may impact them.





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Employment

37. What work has been carried out to ensure there are enough jobs for the people who will live at Clotherholme?

Homes England, DIO and their consultants have carried out research looking at emerging market trends and soft market testing to consider the type of employment which would be best facilitated in the Community Hub.

Flexible employment space that can respond to changes in the market is best placed to stand the test of time and to attract and retain talent. The aspiration for Clotherholme is the provision of a technical innovation hub with digital connectivity. As the scheme develops this should be complemented by other similar workspaces. It is estimated that approximately 700 jobs will be delivered on site.

Homes England has a track record of delivering employment facilities as well as homes, and fully recognise the importance and the need for employment facilities in creating a new development like Clotherholme.

38. At what stage will the employment and retail units on site start to be marketed to ensure there is demand and that the new residents will have services to support them?

The employment and retail elements of the project are located on the current Claro Barracks meaning they can only come forward once Claro is vacated at the earliest. For employment provision, Homes England and DIO are actively engaging now with both the Harrogate Borough Council economic development team and the Local Enterprise Partnership, to take the employment space outline forward into a real delivery opportunity. Working with these partners, we expect to start marketing the employment site to coincide with the Army's vacation of Claro – it is likely that employment facilities will also be phased in a number of buildings, and these may combine with other uses.

For retail, we have already been approached by retail operators interested in locating to this site. Our commercial advice is that the operator of the convenience store (which would act as an 'anchor' to other smaller retail units) will require a critical mass of occupation to be in place before opening a store as this facility will have to be delivered by the market; this means delivery is likely to happen at around the halfway stage of the development programme.

Technology

39. What technology will be offered on site? Will there be fast internet connections?

There will be the provision of fibre to homes and businesses from the start of the development. We are liaising with Fibre Nation, a subsidiary of Talk Talk, who have a rollout programme for fibre throughout Harrogate and





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Ripon (<https://www.fibrenation.com/location/ripon/>). Furthermore, Homes England and DIO will specify that all homes built on the site will have a fibre connection to the property.

Mobile phone infrastructure is provided by private companies and therefore it is important to motivate support for fast connections in Ripon, using what is known as 4G and 5G technology. Homes England and DIO are committed to working with key partners such as the Local Economic Partnership and North Yorkshire County Council to push forward digital connectivity for the Clothierholme development.

Housing Mix and Size

40. What type and size of properties will be built at Clothierholme?

Outline planning permission is currently being sought, which means that the detailed design and size of homes will be determined at a later stage. Planning policy steers and guides the mix and size of homes provided on new developments, as does market demand. The masterplan is flexible as it will be delivered over a long period of time and needs to adapt to market demand and how this might change.

A mix of homes are proposed at Clothierholme, and the development is likely to include:

- A concentration of 2- and 3-bedroom mid-range homes;
- Terraced housing;
- Apartments mainly in the local centre;
- Extra care / supported living homes; and
- 30% affordable homes.

The density is higher in the Community Hub area, and will include a small number of apartment and extra care / assisted living homes. The development becomes less dense moving away from the hub. Building heights have been considered as part of the Landscape and Visual Impact Assessment.

41. What assessments have been done to support the number of homes being proposed?

The proposals have been developed in accordance with Harrogate Borough Council's Local Plan, which allocates the site for up to 1,300 homes, and it will meet the standards of the council's Housing and Economic Development Needs Assessment (HEDNA). As an applicant for planning permission, we are required to use the allocations of the Local Plan to gauge demand.

Homes England and DIO's aspiration is for the site to be sustainable, meaning that, while it is a part of Ripon, it will have key services such as shops and cafes and the potential for GP facilities so that it will not place a strain on Ripon's existing services. The establishment of these supporting facilities will however need to be driven by





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demand, and Homes England and DIO will work with local businesses, the local Clinical Commissioning Group, GP, and other stakeholders to further explore options for them.

42. What approach are you taking towards lifetime homes for older people and accommodating change in care needs?

Harrogate Borough Council have planning policy requirements regarding lifetime homes (HS1 of the Local Plan) and to meet those standards 25% of all homes will be built to accessible and lifetime homes standards. Extra care / supported living homes are proposed near the Community Hub and there will be a focus on older persons living in those parts of the site that are nearer to services, thereby reducing the need to travel.

43. What is the anticipated population increase as a result of the development?

The estimated increase in local population as a result of the development is approximately 2,980. This is set out in Chapter 15 of the Environmental Statement (Socio-economics, Table 15-15).

Sports and Open Space

44. What is the playing sports pitch provision and where are they?

The updated masterplan has grouped together the sports pitches on Laver Banks, so that they are close to each other and located closer to the school playing fields. Laver Banks will also provide a network of walking and cycling paths and routes for other recreation to complement the sporting activities on the pitches. This is part of creating a green sustainable legacy from the Barracks and Homes England and DIO are now working to develop the detail of this area.

45. What type of sports will the sports pitches be suitable for?

Detail of the nature of sports pitches and facilities will be confirmed at the detailed design stage; however, it is intended that they will be mixed-use and provide opportunities for a variety of different sports and activities. The usage of pitches will be determined by Harrogate Borough Council and local sports clubs.

46. Why can the existing sports pitches and facilities not be maintained?

The location of the pitches has been chosen as part of a wider placemaking strategy for the site, informed by engagement with community groups who have stated a preference for co-located provision in one zone rather than dispersal across the site. The updated masterplan has grouped the sports pitches and facilities together on Laver Banks so that they are close to each other and located closer to the school games area. This also enables the site's sports provision to be brought together coherently, and to be carefully laid out in a wider landscape setting.





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Alongside the walking and cycling paths proposed, the Laver Banks pitches will form part of a network of recreational routes and facilities, which are part of Homes England and DIO's commitment to creating a green sustainable legacy for the Barracks.

With regards to the existing sports buildings, it is not our intention to re-use any of the buildings currently on-site, including the sports facilities, as they are all purpose built. The buildings on Deverell for example have reached the end of their lifespan and the remainder on other parts of the site do not provide modern accommodation or meet efficiency standards, meaning that they won't be attractive to new uses and are not viable or feasible for re-use.

47. Why is woodland being removed to accommodate sports pitches?

Some existing woodland will need to be removed to accommodate the proposed sports pitches. However, the placement of the pitches has considered the site's existing ecology and opportunities across the whole of the development for environmental benefit and ultimately biodiversity net gain. As a result, other areas of woodland and bio-diverse habitats will be created as part of the development, and these new habitats will be more valuable to native species and will be of benefit to the natural environment of the site.

In addition, creation of new sports pitches is not the only reason for this woodland's removal; this particular area of woodland was already scheduled for removal as part of the existing forestry management plan for the site. The new woodland that is planted on the site will be subject to a management plan, which will help ensure it is well-maintained and continues to be an asset for Ripon residents.

48. Is there a target for bio-diversity net gain on the site?

The overall Clothholme project will deliver bio-diversity net gain – an approach to development that leaves nature in a better state after development than it was before. This approach is in accordance with HBC Local plan policy. Considerable care is being taken to understand the ecology of the site, and to ensure that animals and habitats are protected or managed through best practice.

49. Will there be pocket parks as well Laver Banks?

Yes, there is a large amount of green space in the blue-green corridors, which will provide a facility for leisure and recreation. There will be small parks offering play opportunities placed throughout the development, as well as other public spaces offering spaces to meet and gather.





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50. How will you protect green space on the site from future development?

The overall Clotherholme project will deliver bio-diversity net gain - an approach to development that leaves nature in a better state after development than it was before. Considerable care is being taken to understand the ecology of the site, and to ensure that animals and habitats are protected or managed through best practice. This approach will likely be managed through conditions attached to the planning application, helping ensure that green space on the site is protected going forwards.

Laver Banks in particular will have its own operator for maintenance, including the sports pitches and cycle and pedestrian paths, as well as the ecologically diverse areas. We are developing a stewardship model to ensure that this will be managed properly as a long-term asset for Ripon and a positive legacy of the Barracks.

51. Will there be sufficient maintenance?

Laver Banks will have its own operator for maintenance, covering sports pitches and cycle and pedestrian paths as well as the ecologically diverse areas. We are developing a stewardship model to ensure that this will be managed properly as a long-term asset for Ripon and a positive legacy of the Barracks.

The Planning and Consultation Process

52. How have your proposals been shaped by the Ripon City Plan?

Homes England and DIO's proposals for Clotherholme are consistent with Harrogate Borough Council's Local Plan, which allocates the site for comprehensive redevelopment to provide much needed homes and employment within Ripon. The Local Plan identifies that Ripon Barracks can accommodate up to 1,300 new homes. This represents 9.7% of the total (13,377) homes identified as needing to be built within the borough of Harrogate up to 2035. We have also considered the Ripon City Neighbourhood Plan. This Plan supports the comprehensive redevelopment of the site and sets out recommendations on how Ripon Barracks should be redeveloped. The Neighbourhood Plan needs to be considered alongside the Harrogate Borough Council Local Plan.

53. Why were the mailshots about engagement opportunities not sent to all residents of Ripon?

The mailshot was sent to approximately 2,000 homes that will be most impacted by the development due to their proximity to it. The same area was used for the engagement events in August and September 2019, the information events in October 2019 and the updated online information in July 2020. The new information released on July 2020 was further publicised through a press release issued to local media and emails to local stakeholders (including councillors), so that they could share it with their networks. This size of mailing area is usual for a scheme of this size and impact.



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Information about additional channels through which the 2019 events were publicised is included in the Statement of Community Involvement that was submitted as part of the Outline Planning Application, and which is available to view on Harrogate Borough Council's planning portal.

54. How can I get hard copies of any information?

If you would like hard copies of any of the information presented here, please contact Homes England on enquiries@homesengland.gov.uk or 0300 1234 500.

What Happens Next?

The Outline Planning Application for the site has now been submitted to Harrogate Borough Council and, like any other planning application of this scale, there will be an opportunity for all residents in the city to make representations to the council as part of the statutory planning process.

Homes England and DIO will not develop the site themselves, but will appoint developers to build individual phases or parcels of land – the detailed plan for each phase will be subject to a separate planning application, known as a Reserved Matters Application, under the umbrella of the overall site outline permission. Again, this consent would be sought from Harrogate Borough Council. These further applications will have to adhere to key planning conditions to deliver design quality, infrastructure and affordable housing but will also be subject to a separate consultation process with opportunity for residents in the city to make representations. The first phase will come forward during 2021, so that commencement on site can coincide with the vacation of Deverell Barracks in December 2021.

Finally, Homes England and DIO are exploring whether we need to undertake initial site de-risking works at Deverell before any developer starts on site, which may include some site clearance work and fencing the rest of Ripon Barracks. We will keep local residents updated on our progress over the coming months as Clothholme moves forward.