Draft Ripon City Plan

Supporting Document:
Proposed Submission Draft Plan

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**Amends still to make before final version:**
- Various: Insert maps for each chapter before submission
- Appendix B: Addition of information about pre-submission consultation
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Foreword

In October 2011, five Ripon organisations - Ripon City Council, Greater Ripon Improvement Partnership, Ripon Chamber of Trade and Commerce, Ripon Civic Society and the Chapter of Ripon Cathedral - together sought Harrogate Borough Council’s support to request Government to add the city to the list of places wishing to prepare a Neighbourhood Plan.

This Draft Plan is the outcome of several years of work to provide a framework for the development of the City of Ripon for the period 2015 – 2030. It is presented for formal public consultation. After representations have been considered and any changes made the plan will be submitted to Harrogate Borough Council for independent examination.

It is a requirement of the independent Examiner to recommend whether or not the Plan, subject to any modifications, may proceed to a referendum of Ripon residents.

Once the Plan has been supported by a majority of those voting in the referendum it will be for Harrogate Borough Council to resolve that it is made part of the Development Plan for the district. Then and only then will Riponians be able to have planning decisions made in the city that are truly our own.

Cllr Peter Horton  
Chair of the City Plan Committee  
September 2016
1. Introduction

1.1.1. In October 2011, five Ripon organisations - Ripon City Council, the Greater Ripon Improvement Partnership, Ripon Chamber of Trade and Commerce, Ripon Civic Society and the Chapter of Ripon Cathedral - together sought Harrogate Borough Council’s support to request Government to add the city to the list of places wishing to prepare a Neighbourhood Plan.

1.1.2. The opportunity, if not the imperative, for a neighbourhood plan arose from the state of the national economy following the financial crisis of 2008 and the effect upon town centres and personal spending. A neighbourhood plan was seen to give the Ripon community a means of planning those issues that mattered.

1.1.3. The Neighbourhood Area, the parish of the City of Ripon, was designated in December 2012 (see overleaf). The plan was named the Ripon City Plan.

1.1.4. In 2011 the plan’s priority issues were:
   - revitalisation of the city centre including...use of empty shops, parking and use of land...
   - rebalancing and growth of the local economy
   - provision of community infrastructure and financial benefit from new development in the city
   - establishment of neighbourhood development orders where desired...to speed up development
   - the potential of Ripon’s built and natural environment, especially for tourism and business growth
   - promoting more sustainable growth...and respect for the setting of Ripon.

1.1.5. Most of these issues remain a priority for the city but several events and the output from public consultation as well as the normal passage of time has resulted in this Draft Plan having a somewhat broader ambition and content than originally anticipated.

1.1.6. In 2013, the Ministry of Defence announced the intention to close the Claro Barracks, part of the military estate in Ripon, in 2017. The Army has been a significant feature of Ripon life since the First World War when extensive barracks were established for the training of troops. This association has continued. Whilst the Ministry of Defence has yet to confirm the implementation timetable (update), it is extremely likely that the Army will have left Ripon several years before the end of the plan in 2030. The built up area of the military estate has been included within the Ripon development limit since the 2001 Harrogate District Local Plan and when vacated will become previously developed land. Public consultation revealed a wish that the plan should not ignore the impending changes at the barracks.
1.1.7. The plan has regard to the National Planning Policy Framework, notably Growth, and the Local Plan, the latter comprising the Core Strategy adopted in 2009 and policies saved from the Harrogate District Local Plan 2001. Advice and assistance has been received from HBC on the emerging new Local Plan that is being prepared for the period up to 2035.

1.1.8. The City Plan boundary is the civil parish boundary. This is a historical and administrative boundary and results in some anomalies with adjoining parishes. Part of the Ripon built-up area lies in Littlethorpe Parish to the south and west. The village of Sharow to the north east of Ripon is in effect contiguous with the city and is closer to the Market Place than some parts of Ripon itself. It is for the emerging Local Plan to address this cross-boundary relationship.

1.1.9. Significant public response in early consultations suggested projects that would make Ripon a better place. These projects are outside what a neighbourhood plan can address. However, in several instances these would be key actions for partners to deliver within the plan’s overall approach to regeneration. The City Development Initiative is the current lead mechanism for promoting, co-ordinating and, in some instances, the delivery of these projects. Accordingly, these projects are included in the plan (at chapter 6) but are clearly separated from the policies (at chapter 5) that would be ‘made’ part of the Development Plan by HBC following successful Examination and Referendum.
2. Ripon in Context

2.1. Ripon’s history

2.1.1. The city’s origins are at least thirteen hundred years old dating from when Saint Wilfrid built his church in the seventh century. The continuation of this ecclesiastical role encouraged and supported the development of the settlement through mediaeval times. At various times Ripon has been a centre for metal and coating industries. Market charters, city status, traditions including the Hornblower and the establishment of the Ripon see in 1836 have marked this continuity. The railway opened in 1848 and the College followed in 1862. The arrival of the Ripon Camp in the First World War marked the beginning of an association with the military and other services that has endured for over a century.

2.2. Ripon’s setting

2.2.1. Ripon is a visually attractive small city. It can be viewed from all directions with the Cathedral’s towers soaring above its roof-scape and tree cover. Outwards from the city, the edge of the Pennines is clearly visible and the North York Moors tabular hills rise beyond the Vales of York and Mowbray. Respecting this setting is an important starting point for the plan, especially with regard to the proximity of the Studley Royal and Fountains Abbey World Heritage Site and the Nidderdale Area of Outstanding Natural Beauty. Yet the visual setting hides other factors that are important in assessing development potential and the opportunities for Ripon to grow that are an essential part of this plan.

2.2.2. The confluence of the rivers Ure and Skell is on the east of the city; the Skell having been joined by the river Laver in the west of the city. The river valleys have quite different characters. The Ure is the wider with substantial wash land. The Skell flows through the urban area in a tight channel and along with the Laver flows through the countryside to the west in steeper sided valleys. The Ure, rising high in the Pennines, has flowed for many miles before reaching Ripon whilst the Skell and Laver are affected by rapid runoff from riparian land. Accordingly, high water levels are common and flood risk high. However following investment on the Laver following floods of 2007 the Skell no longer presents its previous risk through the city. Works on the Ure around the North Bridge have enable the wash lands to the north of the city and to the east of the A61 bypass to function more effectively.

2.2.3. Floodwater is visible, gypsum dissolution much less so. Large parts of the city sit on potentially challenging geology and planning practice since 2001 has required special consideration to be taken of land stability.
2.3. **Planning Ripon**

2.3.1. The 2001 Harrogate and District Local Plan promoted change, notably in the allocation of land for employment, and protection of recreation open space. Special Landscape Areas were designated and a Development Limit introduced. The city’s regeneration had been promoted by a Civic Trust project in the early 1990s and further initiatives by the Prince’s Foundation for Architecture. The Ripon by-pass was opened in 1996 removing much through traffic from the Market Place. This allowed the Ripon Canal to be re-opened and enabled environmental action in the Market Place and at the Cathedral funded from the Government’s Single Regeneration Budget in the mid-2000s. The West of Market Place retail and car parking development opened in 2009 accompanied by the completion of Marshall Way removing yet more traffic, but not all, from the Market Place.

2.3.2. Yet significant changes such as the closure of Ripon St John’s College campus in 2001 and earlier the closure of the railway in 1968 have proved to be of long lasting effect. The city’s population has grown through the construction of housing estates at Doublegates in the 1990s and the former College in the 2000s. Smaller infill and niche housing developments have added to the city’s housing stock in recent years, notably close to the city centre. Land allocated for employment and business has been taken up.

2.4. **Conserving Ripon**

2.4.1. Ripon’s built heritage is protected by two conservation areas and 283 listed buildings, 3 scheduled ancient monuments and a Registered Park and Garden.

2.5. **Ripon’s People**

2.5.1. Ripon currently comprises three administrative wards; Minster and Spa, north-east and north-west of the River Skell, and Moorside forming the south of the city.

2.5.2. The 2011 population of Ripon was 16,700 (11% of the district), an increase of 5% from the 2001 population of 15,922. Spa and Minster Wards increased in population over the previous decade whilst Moorside fell and this reflected the location of housing growth. There were 1020 single person households aged 65+ making up 15% of total households higher than those across the district. The ONS mid-year estimates for 2014 showed little change in the city’s population.)

2.5.3. Continuing with 2011 data, 8.6% of the population were born outside the UK, 5.3% of whom had arrived in the UK since 2001. Minster Ward had twice the district rate of non-UK nationals registering for work (1.14%) than both the district and Spa Ward. Moorside Ward had a significantly lower level of non-UK nationals (0.16%).
2.5.4. Ripon’s residents were predominately White British (92.4%) compared with the district (91.7%). English is the first language for 92% of residents marginally lower than for the district with Polish being the largest non-English first language followed by Latvian, Russian and East Asian languages.

2.6. **Ripon’s Homes**

2.6.1. Ripon has 17% of dwellings in Band A (the lowest): this is lower than 24.8% nationally, but higher than the district (11.5%). Whilst Ripon dwellings in bands E to H (the highest) provide 17.1% of the housing stock, this competes with 30.6% across the district.

2.6.2. Ripon residents have more second addresses in the UK than the district (4.3% competed with 3.5%); 1.1% have a second home outside the UK compared with 1.8% across the district.

2.6.3. One fifth of Ripon dwellings have 4 or more bedrooms compared with 27.2% across the district; the reciprocal is that Ripon has nearly 80% of its dwellings with up to 3 bedrooms compared with 72.6% across the district.

2.6.4. Ripon has more overcrowding than the district with 7% of households at 1.5 persons per bedroom compared with 5.6% across the district; 12.9% of households have between 1 and 1.5 persons per bedroom compared with 10.7% across the district.

2.7. **Ripon at Work**

2.7.1. Of Ripon’s working-age population, 73% were economically active in 2011, more than across the district (69%); similarly more were in full-time employment (44.6% compared with 40.6%) as well as in part-time employment (15.6% compared with 14.9%). However, whilst 13.3% were self-employed across the district, this compared with 9.6% in Ripon.

2.7.2. Ripon’s residents may have fewer qualifications than the district overall but are better qualified than England as a whole in professional qualifications and those with 5 GCSEs A-C.

2.7.3. In industrial occupation, Ripon residents are more likely than those in the district and England to be engaged in: public administration and defence; wholesale and retail trade, and repair of motor vehicles and motor cycles, and construction. They are also employed more than district residents in: accommodation and food services; transport and storage; sewerage, waste management and remediation activities; and manufacturing. The existing employment areas reflect these activities as does the city centre. The wider area and notably Melmerby further demonstrates these.
2.7.4. Ripon residents are under-represented at district level in: human health and social work; education; administrative and support service activities; professional, scientific and technical activities; real estate; financial and insurance activities; information and communication; agriculture, forestry and fishing. This is perhaps surprising as regards the latter category but it is clear that following the loss of the College and the dominance of Harrogate town centre and education and health facilities in that town that Ripon’s residents would be under-represented or otherwise subject to commuting out of the city. The protection of those employment areas more likely to provide more office-type accommodation is important for the plan. Although the level of self-employment is lower than the wider district, home-working may be an important contribution for those engaged in web-based businesses and consultancy services, that is, this people who are able to choose Ripon as an attractive place to live and carry on business.

2.8. **Deprivation in Ripon**

2.8.1. At a superficial level Ripon appears to be a stable, prosperous settlement. There are no obvious manifestations of social stress and ample indicators of wealth, culture and being a place where many households live from choice.

2.8.2. The most recent data to address the degree and extent of multiple deprivation in the city are the Indices of Deprivation 2015 England (revealed at Lower Layer Super Output Area (LSOA). There are 11 LSOAs in Ripon being subdivisions of the city’s three wards, Minster, Moorside and Spa. Ripon has three LSOA in the upper half of national multiple deprivation, one in Minster ward and two in Moorside ward, but none in the most severe categories.

2.8.3. There is clear evidence that parts of Minster Ward and Moorside ward in the south of the city suffer relatively greater multiple deprivation within Ripon than others parts. This is of particular concern regarding education, skills and training and this is relatively significant also in certain of the less deprived parts of the city.

2.8.4. Strategically this is a concern for Ripon. Health, deprivation and disability deprivation in parts of Moorside ward is a further concern. Accordingly, as far as possible and having regard to non-spatial matters, proposals for new public facilities related to education, health and recreation might be located closer to these more deprived areas or include sustainable proposals for accessibility. Other information on deprivation (2012) estimated that 15.2% of Ripon households are in fuel poverty; lower than both the district and national averages. One in ten children in Minster and Moorside wards were living in poverty compared with 6% in the district, but 30% nationally.
2.9. **Health and Wellbeing (data at 2012)**

2.9.1. There is somewhat lower life expectancy in Minster and Moorside Wards than for the district. Child health concern regarding increase in obesity over early school years considerably higher than the district whereas for adults this is slightly higher than the district but lower than the national average. Participation in active recreation is three times as high in West Ripon than in the east which is the lowest in the whole district. Disability claimants are slightly higher (3.7%) than in the district but considerably lower than the national average (5.2%).

2.10. **Community Safety**

2.10.1. The incidence of burglary has shifted across the city to the west revealing a demonstrable fall in Moorside Ward. Anti-social behaviour is falling although Minster Ward experiences higher levels but this is likely to reflect the presence of the city centre. There are generally low dwelling fire and rescue incidents in Ripon. Road safety accident rates are higher in Minster Ward than across the district, probably again owing the presence of the city centre and the increased opportunities for vehicle against pedestrian and cyclist accidents. The other wards experience lower than district accident rates.

2.11. **Environmental quality**

2.11.1. Minster and Moorside Wards’ homes have substantially higher domestic energy usage than the district and the nation. This may be attributed in Minster Ward to a high percentage of solid wall homes and homes off the gas network but these factors do not appear to apply to Moorside Ward. Spa Ward has more homes off the gas network than Minster Ward and only half the number of solid wall homes but has similar domestic energy usage to the district and the nation.

2.11.2. Air quality in the city is below average levels in the district but an AirQuality Management Area exists in part of the city centre in the Low Skellgate area as a result of traffic congestion.

2.12. **Accessibility and Transport**

2.12.1. Deprivation data from 2010 revealed that Ripon residents generally have better accessibility services than elsewhere in the district other than for access to a post office in Moorside Ward and access to a primary school in Spa Ward.

2.12.2. Ripon households own fewer cars and vans than across the district and this may account for a slightly lower use of car or van for the journey to work. More Ripon residents walk or take public transport to work than the district average.
2.13. **Conclusions**

2.13.1. The primary observation is that Ripon follows national indicators reasonably closely but less so when compared to the district. This may be attributed to the higher than average performance of the district as a whole and notably Harrogate town compared with national averages. The implication for the plan is to improve accessibility to services in those parts of the city that demonstrate relative deprivation.

2.13.2. The plan needs to encourage economic development that retains and improves existing employment areas and provides opportunities that broaden the sectors in which Ripon residents conventionally find work.

2.13.3. The plan needs also to recognise the constraints placed upon Ripon by its physical setting.
3. The Strategic Context

3.1. National Planning Policy Framework\(^1\)
Published: March 2012 by Department for Communities and Local Government

3.1.1. The National Planning Policy Framework (NPPF) sets out the contribution that the Planning system can make to the achievement of sustainable development and the presumption in favour of sustainable development\(^2\). This guidance is directed primarily to local planning authorities; in Ripon’s case this is Harrogate Borough Council (HBC).

3.1.2. The following is an extract from paragraph 184 which is of relevance to the Ripon City Plan:

“…Neighbourhood plans must be in general conformity with the strategic policies of the Local Plan...and...should plan positively to support them. Neighbourhood plans and orders should not promote less development than set out in the Local Plan or undermine its strategic policies.”

3.1.3. The Framework (NPPF) states that the purpose of the planning system is to contribute to the achievement of sustainable development\(^3\). Furthermore, the planning system performs a number of roles - economic, social and environmental – gains from which should be sought jointly and simultaneously in guiding development to sustainable solutions. This means also taking local circumstances into account so as to respond to the different opportunities for achieving sustainable development in different areas\(^4\).

3.1.4. In paragraph 16, the NPPF advises in relation to the presumption in favour of sustainable development that:

“The application of the presumption will have implications for how communities engage in neighbourhood planning. Critically, it will mean that neighbourhoods should:

- develop plans that support the strategic development needs set out in Local Plans, including policies for housing and economic development,
- plan positively to support local development, shaping and directing development in their area that is outside the strategic elements of the local Plan; and
- identify opportunities to use Neighbourhood Development Orders to enable developments that are consistent with their neighbourhood plan to proceed.”

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2. NPPF, March 2012, Department for Communities and Local Government, Paragraph 14
3. NPPF, March 2012, Department for Communities and Local Government, Paragraph 6
4. NPPF, March 2012, Department for Communities and Local Government, Paragraphs 8 and 9
3.1.5. An additional national level dimension is Planning Practice Guidance, in which recent advice is given to neighbourhood plans to identify reserve sites.

3.2. **General Conformity with the Strategic Policies of the Local Plan.**

3.2.1. HBC had adopted a Core Strategy⁵ in 2009 that provided a direction and ambition for the city’s development through concentrating on previously developed land and avoiding the use of green fields. It was recognised that the detail would matter, and whilst a proposed Sites and Policies Development Plan Document was eagerly awaited it was clear from initial consultation responses to HBC from Ripon in 2011 that there would be matters that should be addressed in greater detail and perhaps challenged.

3.2.2. Policies had been saved from the 2001 Harrogate District Local Plan⁶ that has implication for Ripon.

3.2.3. The requirement that the plan be in general conformity with the strategic policies of the Local Plan has been respected from the outset. It was recognised that it was likely that not only would strategic policies be found in the Core Strategy and “saved” policies but also in the proposed Sites and Policies DPD. The withdrawal of the DPD from Examination in June 2014 exposed the emerging City Plan to matters with which the DPD had been expected to deal.

3.2.4. HBC moved rapidly to start work on a new Local Plan but the key concern was what role, if any, should Ripon City Plan assume regarding settlement growth and land allocations. National Planning Practice Guidance anticipated circumstances where a neighbourhood plan would be prepared in advance of an emerging Local Plan. Notably, shared awareness of the emerging evidence base would be needed. This would be particularly important for Ripon regarding full objectively assessed housing need, employment land and the range of strategic opportunities for growth in the district.

3.2.5. The availability of substantial areas of land at the military estate offered an opportunity for the City Plan to contemplate making allocations. The now lost DPD had also proposed allocations. The quest for additional employment land for the local economy had been a founding ambition of the City Plan. Accordingly, there was enthusiasm to include allocations in the City Plan in order to prepare as comprehensive a plan for the city as possible.

3.2.6. This ambition was informed by publication of the 2013 Strategic Housing Land Availability Assessment (SHLAA) from which it was evident that there was interest in development of land between Kirkby Road and Palace Road. The yield from this area, it being green field

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⁵ https://www.harrogate.gov.uk/downloads/download/40/harrogate_district_core_strategy_2009
and with evidence of unstable land as well as the infrastructure implications confirmed that this was not an option that should be considered by the City Plan.

3.2.7. Eventually, the tightly drawn city boundary, the constraints of flood risk, unstable land, protected open space and the later Strategic Housing and Economic land Availability Assessment (2016) and the brownfield and windfall opportunities available led to the conclusion that the initial enthusiasm for allocations should no longer be pursued. Growth would continue to be addressed but through the potential of Regeneration Areas and anticipated windfall housing development. Ripon’s setting and environmental and heritage assets would be protected as would the better existing employment areas and provision of community facilities. The city centre would be strengthened and connectivity and planning obligations addressed. This approach would ensure that the City Plan would be in robust general conformity with the strategic policies of the Local Plan both as existing and emerging.
4. Preparing the Plan

4.1. Getting Started

4.1.1. Ripon City Council set up a City Plan Committee comprising local people and City Councillors, the former being in the majority. This committee has exclusive decision-making competence for City Plan matters. A working group of local people with relevant skills and local knowledge was invited to take responsibility for preparing the plan.

4.1.2. A Consultation Statement for the period up to consultation on this Draft Plan has been prepared that documents the engagement process. (See Appendix B)

4.1.3. The designation of the Neighbourhood Plan area allowed work to begin the formal phases of development of the Plan. An exploratory consultation was held between April and June 2013 under the strap-line of “Ripon City Plan – Making a Better Place” inviting the local population to ‘Tell us what you think - How could Ripon be better for you?’

4.1.4. A “raising awareness” flyer was followed by a second, more informative flyer and a survey questionnaire in the form of a newsletter was distributed across the City and beyond to households, businesses and organisations. It was made available also in neighbouring parishes where residents use Ripon as a centre for their various business, leisure and cultural activities.

4.1.5. The questionnaire identified six topics and asked respondents for their top three suggestions of ways to “make a better place”:

- Getting around – transport
- Earning and spending - businesses and shops
- Looking after Ripon - environment
- Healthy Ripon - Community, voluntary and health
- Living and learning - homes and education
- Meeting and greeting - attractions

4.1.6. This first consultation was deliberately open-ended. The response was analysed and concerns and ideas revealed. A web site was prepared and a focus group was invited to form in September 2013. A brief summary of the most common responses revealed:

**Getting around**

- improved bus transport - 54%
- road planning/infrastructure and highway maintenance - 43%
- pedestrianisation - 12%
- parking - 47% (including lack of provision - 18% and cost - 11%)
- more cycle routes - 24% (the highest individual response)
Earning and spending
- rates and rents - 39% (suggestions regarding rates, rents and incentives for businesses were by far the dominant suggestion)
- parking - 30% (of total propositions for boosting jobs and spending in Ripon)
- commercial diversity - 19%
- environmental improvement - 36% (buildings and approaches to the city - 16%, development of unused retail buildings - 14%)

Looking after Ripon
- general maintenance issues - 60% (including addressing litter - 38%)
- implementing a body or campaign surrounding city pride and/or tidiness - 21%
- development or maintenance of unused retail sites - 10%
- encouraging or maintaining green spaces or planting in the city - 31%
- shop fronts improvement - 21%

Healthy Ripon
- New swimming facilities - 36% (although 11% of responses recommended supporting or maintaining the current pool)
- Promotion - 25%
- Youth - 17% (targeting youth on the benefits of a healthy lifestyle, encouraging youth volunteering, and installing features or activities targeted at young people. including a skate park)
- support for the hospital - 14%
- cost and availability of sport and leisure - 15%

Living and learning
- development of unused buildings, brownfield sites, and frequently the specific development of the soon to be vacated Claro barracks - 34%
- increased access to lifelong learning in Ripon - 29%
- need for affordable housing - 21%

Meeting and greeting
- building improvement - 30% (combining this with concern about empty units would have yielded a total of 50%)
- Maintenance/litter - 28%
- Ripon needs to work harder to exploit its qualities - 22%

4.1.7. Several issues mentioned general maintenance and management of the city such as better bus routes, traffic measures, rents and rates and adult education. These are beyond the competence of a neighbourhood plan and would be followed up separately
by the City Development Manager. However, a number of projects could complement the emerging plan and would be taken forward alongside the plan’s policies.

4.1.8. During this period contact was made with the three statutory environmental bodies, Environment Agency, Natural England and English Heritage, to learn of their approach to the plan and matters that needed to be considered.

4.1.9. Many respondents had expressed interest in being further involved and were invited to a Focus Group meeting in September 2013. The response from this event alongside the consultation responses and other information were drawn together and in December 2013 were presented at a “Keeping You Informed” event.

4.1.10. This was a comprehensive update on the emerging plan. It gave the opportunity to advise of changes since preparation of the plan had begun and how this should continue. Although the original six themes had been useful to most people, some changes were needed to progress and eight areas were proposed:

- strengthening the city centre
- improving accessibility
- protecting and allocating sites for community purpose
- conserving and enhancing the city’s character
- contributing to meeting the need for new homes
- facilitating regeneration
- attracting resources
- opportunities for complementary projects.

4.2. **Vision and Objectives**

4.2.1. A Mission Statement was presented (see Appendix C) followed by a key piece of work, the Vision and Objectives. It was important to introduce objectives for the plan that would demonstrate a clear link between vision and eventual policies, so a relatively lengthy vision was drafted. Additionally, sub-objectives were prepared to pick up specific consultation responses and further guide policy development and identification of project proposals. Accordingly, the Vision stated:

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<th>Ripon City Plan Vision</th>
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<td>By 2030 the city of Ripon will be the acknowledged centre of the predominately rural area of western North Yorkshire between the A1 and the Yorkshire Dales National Park north of the Harrogate and Knaresborough urban area and south of Richmondshire and Bedale. It will be:</td>
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<td>• a meeting place of choice for culture, leisure and tourism for residents and visitors</td>
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<td>• a centre for financial and commercial services, well connected to high quality digital communications for business and home-working</td>
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• providing services and skills to the agri-economy and industry
• a convenient, accessible and attractive place for all to live including families, the long-distance commuter, retirees, the elderly and native Riponians (young people was added following a later focus group)
• offering a predominately local, independent and specialist shopping experience including weekly markets and a choice of significant supermarket shopping
• a place that facilitates healthy living and life-long learning

The city centre’s Georgian, Victorian and mediaeval townscape and historic street pattern will be conserved with the Cathedral Precinct and the Market Place, Spa and Northern Quarters integrated for the enjoyment of residents and visitors alike. New development will balance the desire to retain local distinctiveness whilst displaying the best of contemporary architectural innovation. The city will be known as a place to visit for excellent public art.

The city’s attractive countryside setting, including its waterways, the Studley Royal and Fountains Abbey World Heritage Site and neighbouring villages, will be protected and enhanced to maintain its distinctiveness.

Ripon itself will be seen as a city of urban villages. These will guide the character of development and be reflected in the inevitable changes that arise from the city’s growth and changing role.

Walking and cycling will be encouraged by the quality of the public realm and careful and innovative management and maintenance of highways, footpaths and bridleways.

Comprehensive facilities for active recreation will add to Ripon’s attractiveness as a place to live and work.

4.2.2. A set of Objectives was prepared to give substance to the Vision and guide policy development. These were:

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<th>Ripon City Plan Objectives</th>
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<tr>
<td>1. To strengthen the city centre as the meeting place of choice for Ripon residents and visitors</td>
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<td>2. To improve accessibility within Ripon and beyond</td>
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<tr>
<td>3. To protect, and where appropriate allocate, sites for community purposes including health, leisure and recreational uses</td>
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<tr>
<td>4. To conserve and enhance the physical character of Ripon and its setting through policies for the design of new development; encouragement of high quality contemporary architecture, delivery of public art and environmental improvement action</td>
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<tr>
<td>5. To contribute to meeting the need for new homes</td>
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</tbody>
</table>
6. To facilitate the regeneration of Ripon
7. To identify the opportunities and constraints in attracting resources for the delivery of proposals
8. To identify opportunities that arise during the preparation of the plan for projects that will complement delivering the vision (some of which may be lead by Ripon City Council through the City Development Initiative)

4.2.3. These objectives are of equal importance and together support not only preparation of the plan but also applications for funding and other resources relevant to implementing the plan’s proposals. The objectives are further addressed by sub-objectives (see Appendix D)

4.3. Options

4.3.1. The Focus Group met again in April 2014 to confirm the Vision and Objectives and to consider Options.

4.3.2. At the time, the plan sought to allocate sites. HBC was firmly of the opinion that a sustainability appraisal would be needed and that options should be identified. This prompted a review of both what the consultation had revealed about growth and local knowledge of the city.

4.3.3. There was no specific mandate for growth although there was acceptance of “organic” or incremental growth to support regeneration. Whilst some sections of the community, including business, informally welcomed the prospect of a larger population, others disputed the anticipated benefits this might bring.

4.3.4. Visitors and residents alike appreciate the good quality environment enjoyed by the city and its built and cultural heritage. Whilst protecting these assets, it is recognised that flood risk and unstable land are risks that have had and will continue to have a clear spatial impact on the city’s development.

4.3.5. From what was learned from the consultations, investigation of issues and local knowledge it appeared that to introduce options for appraisal required a local approach. It would not be possible to compare different development patterns within the plan boundary owing to the physical constraints but it could be possible to plan for different levels of change. These were given individual titles:

Ripon Regulated

The baseline: Ripon under HBC’s Core Strategy and “saved” Local Plan policies and the current traffic and transport arrangements promoted by North Yorkshire County Council
**Ripon Refreshed**

Regeneration of the city centre including actions for the City Development Initiative and definition of discrete quarters, regeneration areas outside the city centre, minimal allocation of sites for development and positive protection of environmental assets and corridors.

**Ripon Renaissance**

Guiding what opportunities may come from the military estate”. We have the opportunity to consider the implications of release of not only Claro Barracks but also prospective release of Deverell Barracks. This could include the potential for employment land and buildings, housing, the need for playing fields and sports facilities, traffic circulation and other community facilities.

**Ripon Repositioned**

Taking a look at what Ripon may offer as HBC reviews its Local Plan.

4.3.6. Each option would include those below it. This approach was discussed with the Focus Group in April 2014 who advised that for the plan to add value it should take forward the Ripon Renaissance option. It was felt that only HBC was in a position to provide guidance on wider growth of the city, Ripon Repositioned, both within and beyond its boundaries and that this needed to come from review of the Local Plan.

4.4. Preliminary Draft Plan

4.4.1. A preliminary draft plan was prepared for public consultation which took place in autumn 2014. The decision to introduce this additional stage followed advice from Planning Aid (April 2013) that owing to the size of Ripon and the possible complexities that consultation could reveal, a single consultation on the draft plan might be at risk of substantial further revision and delay. This Preliminary Draft Plan (PDP) was presented to the Focus Group in July 2014.

4.4.2. The Focus Group felt that the PDP had met their expectations and the manner in which issues had been addressed given the competencies of a neighbourhood plan. The approach to Regeneration Areas, especially the military estate, was supported as was support for the windfall housing priority. The project of relocation of the swimming pool was supported whilst the hospital should be retained at its current location. Possible opposition to relocation of sports grounds did not arise but the merits of some new highways were doubted. Several detailed comments were given on proposals. (A complete list of this response is included in Appendix A.)
4.4.3. The Preliminary Draft Plan was published for consultation between September and November 2014. The plan brochure was delivered to every household in the city. Displays were presented in the city including supermarkets and the Cathedral. The plan was available for comment on-line too. A questionnaire asked for responses to the plan’s proposals. The PDP included some of the sites proposed for allocation for housing in the former SPDPD. It introduced as well the concept of Regeneration Areas as the focal points for growth in the city.

4.4.4. Following analysis of responses and with overall support from respondents a further period of consultation, evidence gathering, plan development and policy composition was embarked upon culminating in presentation to the City Plan Committee in November 2015. The policies were supported.

4.5. Implications of the Emerging Local Plan

4.5.1. Harrogate Borough Council (HBC) had been releasing evidence for the new Local Plan throughout this period. Reports on employment land and retail centres were of particular interest to plan preparation. In March 2015, HBC had published an Interim Strategic Housing Market Assessment that had suggested an annual housing need. In July 2015, HBC published Issues and Options for Growth and in November 2015, draft Development Management policies. This flurry of material from the emerging Local Plan required close consideration especially as the plan was seeking to allocate land for the provision of new homes. A final SHMA was released in early 2016. Yet further information on the objectively assessed full housing need was published in June 2016.

4.5.2. Unfortunately, SHMA had not dis-aggregated the housing need requirement within the district. Additionally, it was not proving possible to obtain strategic guidance on the likely disposition of growth across the district and the role that Ripon might need to play. The schedule of sites submitted to HBC in response to a “call for sites” in 2014 was published in January 2016. Sites in and around Ripon were assessed to update the exercise carried out at the start of plan preparation. In June 2016, HBC published a formal assessment of the deliverability of sites. This further guided plan preparation, usefully confirming the potential of the military estate. However, the continuing absence of any guidance on a housing target for the city resulted in a last minute re-appraisal of the intention to allocate sites in the plan.

4.5.3. The understanding from the 2016 SHELAA of deliverability revealed an important classification of sites in the city, namely, whether a site was considered “brownfield” or “greenfield”. In conclusion, it was decided that sufficient capacity for new housing and employment land, sites with planning permission for housing along with potential for windfall housing development could be demonstrated without the Draft Plan explicitly allocating sites for housing or employment. The prospective yield from these sources
would offer a substantially larger proportion of growth in Ripon than had the previous Core Strategy and that would similarly contribute to the emerging Local Plan housing and employment land requirements. It would show also the avoidance of “greenfield” sites.

4.5.4. This approach took place in parallel with a review of the policy framework which resulted in a reduction in the number of policies. Some policy topics were discarded, others merged whilst others were substantially re-written. The Policies Map (including the city centre inset) was similarly revised. The presented draft plan and the policies have been subject to Sustainability Appraisal. With this work in place, the Draft Plan is presented for consultation.
5. The Policies

5.1. Introduction

5.1.1. The Plan’s policies support the Vision and Objectives (Chapter 4). These eight objectives have been developed into sub-objectives informed by the specific responses from public consultation. These are set out at the beginning of each section.

5.1.2. The context for each policy section is provided by reference to relevant objective(s) and an introduction. The individual policy wording is followed by justification for the policy.

5.1.3. Evidence in support of each policy section is contained in a separate background document. These supporting documents refer to:
   - National Planning Policy Framework (NPPF) and Planning Practice Guidance
   - The Local Plan
   - Reports and information from public, practitioner and industry bodies
   - HBC reports and commissioned evidence
   - Reports prepared by the Ripon City Plan Working Group and other Ripon organisations.

5.1.4. The policy sections are as follows:
   A. Sustainable Ripon
   B. Growth and Regenerating key parts of the city
   C. Strengthening the City Centre
   D. Supporting the Ripon Economy
   E. Providing New Homes
   F. Enjoying Open Spaces and providing Community Facilities
   G. Connecting Ripon
   H. Protecting the Environment and our Heritage
   J. Planning Agreements
5.2. **Section A - Sustainable Ripon**

**Objectives:**

5.2.1. This section of the Plan contributes to the following objectives:

- To strengthen the city centre as the meeting place of choice for Ripon residents and visitors;
- To improve accessibility within Ripon and beyond
- To protect, and where appropriate allocate, sites for community purposes including health, leisure and recreational uses
- To conserve and enhance the physical character of Ripon and its setting through policies for the design of new development; encouragement of high quality contemporary architecture, delivery of public art and environmental improvement action
- To contribute to meeting the need for new homes
- To facilitate the regeneration of Ripon
- To identify the opportunities and constraints in attracting resources for the delivery of proposals
- To identify opportunities that arise during the preparation of the plan for the City Council (leading through the City Development Initiative).

**Introduction:**

5.2.2. The Planning system is charged with promoting “sustainable development”. This means facilitating growth in the right locations, especially for housing, and promoting the well-being of places. It means as well ensuring that development, whilst meeting today’s needs, does not create greater problems in the future. Additionally, protecting Ripon’s environment and green space, cultural and natural heritage, economy, business and the city centre along with transport are all seen together as essential to supporting a sustainable future for the city.

5.2.3. The policies in this section set the scene for promotion of development and protection from its impacts over the plan period. It is necessary to consider the physical constraints that face Ripon and the landscape quality of its location. Accordingly, the plan seeks to guide development to those parts of the city that would have least environmental impact and risk.

5.2.4. Historically, the city has developed on higher ground close to the rivers Ure, Skell and Laver on the edge of the Nidderdale upland. This means that the city is visible from some distance in most if not all directions. The city’s historic skyline is well known. The contribution of both open land and woodland to the west of the city is a major contributor to the Studley Royal Park World Heritage Site. The city’s landscape setting is a most significant element in defining its character.
5.2.5. The proximity of the rivers means that Ripon has been affected by severe flooding in the past. The River Ure floodplain significantly limits development potential on the north and east sides of the city and the Rivers Laver and Skell have resulted in flooding. Recent investment by the Environment Agency has been designed to reduce this risk.

5.2.6. Of even greater impact is the extensive and to some extent less well defined poor ground stability in a north-west / south-east belt across the city. Geological strata susceptible to the dissolution of gypsum deposits underlie many parts of the city at varying depths. Over time this has resulted in areas where building has been avoided. The emergence of sinkholes is well documented (BGS). The plan needs to take a precautionary approach and not promote development in areas where there is clear susceptibility to gypsum dissolution.

5.2.7. These three characteristics come together such that it is not considered prudent for the plan to allocate further land on the north and east of the city owing to flood risk and ground stability. The plan needs also to protect the city’s landscape setting, distinctive skyline and impact on the World Heritage Site buffer zone. The resulting approach is for the plan to avoid the allocation of greenfield sites.

5.2.8. Yet there are clear opportunities for development within the city by using sites and buildings that are vacant or redundant, do not show apparent signs of poor ground conditions and where an alternative use would assist in refreshing the city. In particular there are opportunities for new housing that can be identified within a reasonable walking distance of the Market Place so as to offer accessibility to the city centre’s facilities and attractions. There is the exciting opportunity offered by the prospective redevelopment and reuse of the military estate and other regeneration areas. There is the need also to be clear about protecting the better existing employment areas and open sites in recreational use and for amenity. This approach will ensure that Ripon’s character is protected whilst opportunities for the city’s future development are planned well.

5.2.9. Accordingly:

<table>
<thead>
<tr>
<th>Policy A.1 - Sustainable Development</th>
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<tbody>
<tr>
<td>Planning permission will be granted for development proposals that constitute sustainable development having regard to the policies contained in this plan including the allocations shown on the Policies Map, the adopted Core Strategy and the National Planning Policy Framework unless other material circumstances dictate otherwise.</td>
</tr>
</tbody>
</table>

*n.b. The Draft Local Plan is likely to contain a Sustainable Development Policy. It may be appropriate to align this wording and the Draft Local Plan in due course.*
5.2.10. **Justification:**

It is necessary for the City Plan to meet the requirements of the NPPF regarding the presumption in favour of sustainable development. The plan also has to be in general conformity with the strategic policies of the Local Plan.

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**Policy A.2 - Landscape Character**

The Special Landscape Areas (SLAs) shown on the Policies Map provide a high quality and scarce landscape resource important to the setting of Ripon in the River Ure Valley and Rivers Skell and Laver Valleys. Accordingly, in order that proposals for development protect existing landscape character a Landscape and Visual Impact Assessment (LVIA) shall be provided, when required, to ensure that potential landscape and visual implications of the proposal are fully assessed and to ensure that opportunities for green infrastructure are incorporated into any landscape and visual mitigation measures.

*n.b. The Draft Local Plan is likely to contain a Landscape Character Policy. It may be appropriate to align this wording and the Draft Local Plan in due course.*

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5.2.11. **Designations/Boundaries** to be shown on the Policies Map

- Special Landscape Areas

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**Justification:**

5.2.12. **Policy A.3 - Biodiversity and Geodiversity**

In order to safeguard biodiversity and geodiversity inside and outside the city boundary, and in recognition of the role of Green Infrastructure in supporting healthy communities, cultural value, a buoyant economy and aiding resilience to climate change, development proposals that would have a direct or indirect adverse effect on a national, sub-regional, regional or local designated site and non-protected sites that are considered to have geological and biodiversity value, as shown on the Proposals Map, will not be permitted where:-

- they would harm internationally (Special Areas of Conservation), nationally (Sites of Special Scientific Interest SSSI) or regionally (Local Nature Reserve LNR) important sites and other locally designated wildlife and geology sites;
- locally designated wildlife and geology sites (Sites of Local Importance for Nature Conservation), important habitats and geological features are protected from...
Development proposals would be negatively impacted;

- the movement of wildlife within Ripon through both linear habitats e.g. green corridors, and the wider urban matrix is impeded;
- species which are legally protected, in decline, or are rare within Ripon or which are covered by national, regional or local Biodiversity Action Plans would be harmed; unless
- they cannot be located on alternative sites that would cause less or no harm;
- the benefits of the development clearly outweigh the impacts on the features of the site and the wider network of natural habitats;
- sustainable prevention, mitigation and compensation measures are provided.

\[n.b. \text{ The Draft Local Plan is likely to contain a Natural Environment Protection Policy. It may be appropriate to align this wording and the Draft Local Plan in due course.}\]

5.2.13. Other policies of particular significance to Bio- and Geo-diversity are:
- Special Landscape Areas (Policy A.2)
- River Corridors (Policy H.1)

5.2.14. Designations/Boundaries to be shown on the Policies Map
- Nature Conservation Site

**Justification:**

5.2.15. The natural environment comprising habitats, ecological networks and species, with water bodies and tree cover, is already well protected by designation of various sites, current policies and promotion of measures affording priority to Biodiversity Action Plans. Whilst the plan may have little more to add it is important to endorse this approach at the neighbourhood level and promote the preservation, restoration and recreation of priority habitats and ecological networks and the protection and recovery of priority species populations.

**Policy A.4 - Flood Risk and Sustainable Drainage**

Development proposals will not be permitted where they would have an adverse effect on watercourses or increase the risk of flooding elsewhere.

Development will be permitted provided that it meets the requirements prescribed through Sequential Testing against the most up-to-date Environment Agency flood risk maps and the North West Yorkshire Strategic Flood Risk Assessment maps. The functional floodplain (Zone 3B) is shown on the Proposals Map.

Where required by national guidance, proposals for development should be accompanied by a site-specific Flood Risk Assessment (FRA) that demonstrates that the development will be safe, including the access, without increasing flood risk elsewhere,
and, where possible, will reduce flood risk overall.

Priority should be given to incorporating Sustainable Drainage Systems (SuDS) to manage surface water drainage, unless it is proven that SuDS are not appropriate. Where SuDS are provided arrangements must be put in place for their whole life management and maintenance.

\[n.b. \text{ The Draft Local Plan is likely to contain a Flood Risk and Sustainable Drainage Policy. It may be appropriate to align this wording and the Draft Local Plan in due course.}\]

5.2.16. Designations/Boundaries to be shown on the Policies Map

- Flood zone 3B

**Justification:**

5.2.17. Lying at the confluence of the River Ure with the Skell and Laver rivers, the generally low lying nature of open land to the east and north of the city and the narrow valleys and corridors through which the rivers flow within the city places Ripon at risk from flooding. Despite recent investment in flood alleviation measures, the rivers still pose a risk to development in low lying locations that needs to be avoided or mitigated. Accordingly, a precautionary approach needs to be taken demonstrated in the allocation of sites for development and the requirement for measures that hold and delay the release of surface water into the rivers.

**Policy A.5 - Skyline**

Proposals for development which are on previously undeveloped land or which are generally of greater height than neighbouring buildings or structures will be required to be supported by an assessment of their impact upon the city’s skyline.

**Justification:**

5.2.18. Ripon is fortunate in the high quality of its landscape setting. This is both an environmental asset and a development constraint. Views into the city from most if not all directions are quite splendid and rightly need to be protected. The prominent impact of light colour roofing and upper floors is current evidence of the care that is required to prevent intrusion upon these views.

5.2.19. The views across the city toward the North York Moors are quintessentially important to defining the county’s landscape. Ripon Cathedral, the Obelisk, Trinity Church, St Wilfrid’s Church and Ripon Grammar School clock tower together define and punctuate the city’s skyline.

5.2.20. There are also key views across the city toward How Hill nearby to Fountains Abbey and toward Blois Hall Farm, the latter protected in the World Heritage Site buffer zone. The
buffer zone is yet to be adopted into the Local Plan. The “corridor” shape of the buffer zone across the city could result in a “two-tier”, selective approach to the city’s skyline; this would be unacceptable and, arguably, difficult to administer.

5.2.21. The policy seeks to protect the items named but not to prevent additional features within the skyline that are of the highest quality. It will incorporate also the intention of the World Heritage Site ‘buffer zone”.

### Policy A.6 - Unstable Land

Proposals for development on land suspected as being unstable will not be permitted unless it is demonstrated either that there is no foreseeable instability, or that the effects of such instability can reasonably be overcome.

Planning permission will not be granted for planning applications for new buildings or change of use involving increased exposure of the public to a known risk of subsidence within the area shown on the Proposals Map identified as being potentially susceptible to subsidence owing to gypsum dissolution unless a ‘Ground Stability Report’ and a ‘Ground Stability Declaration Form’ prepared and signed by a Registered Ground Engineering Specialist or Advisor as defined by the UK Register of Ground Engineering Professionals have been submitted; such applications will be subject to specific development management procedures.

It will not be acceptable for the design of any mitigation measure(s) to be the subject of disclaimer.

\[n.b. \text{ The Draft Local Plan is likely to contain an Unstable and Contaminated Land Policy. It may be appropriate to align this wording and the Draft Local Plan in due course.}\]

5.2.22. Designations/Boundaries to be shown on the Policies Map

- Unstable Land zone C boundaries

### Justification:

5.2.23. Procedures were adopted by HBC in the 2001 Local Plan based on expert practitioner research carried out in the 1990s. Experience has revealed aspects of the development management procedures that should be made more explicit, notably the definition of “competent person”. Revised guidance will be published.

5.2.24. The policy approach identified three zones regarding the presence of gypsum/anhydrite in underlying strata. The larger part of the city falls within zone ‘C’ where gypsum and/or anhydrite is likely to be present at relatively shallow depths and affected by ground water moving towards the buried valley of the River Ure. Gypsum dissolution and associated subsidence are likely. This is the area of known subsidence activity within which detailed investigation and mitigation will be required.
5.2.25. Much of the west of the city including most of the military estate is in zone ‘A’ where no gypsum is known to be present and there is therefore no requirement to address gypsum related subsidence risks. (It should be noted that the area identified as being potentially susceptible to subsidence owing to gypsum dissolution is part of a larger area both including Ripon and extending beyond the city defined in the 2001 Local Plan.)

**Extract of policies map relevant to this section of the plan to be added here in the final submission version.**
5.3. **Section B - Growth and Regenerating Key Parts of the City**

### Objectives:

5.3.1. This section of the Plan contributes to the following objectives:
- To facilitate the regeneration of Ripon by:
  - designating mixed use areas
  - providing a strategic basis for the redevelopment of the military estate including the requirement for master planning a new urban village, sustainable energy, the provision of workspace, affordable and market housing, recreation, education and community facilities (including retail as appropriate), transport networks (including walking and cycling networks, local bus services and highways) and a high quality environment and public realm
- To contribute to meeting the need for new homes by:
  - allocating sites for new open market homes and new affordable homes
  - anticipating the opportunity for using windfall sites for new housing

### Introduction:

5.3.2. The Core Strategy proposed Ripon’s growth through regeneration and re-use of previously developed land. This plan is promoting growth through redevelopment of brownfield land and buildings for housing and employment without the allocation of sites. Accordingly, it is essential to take a positive and proactive approach to identification of those areas in the city that offer the greatest scope for regeneration.

5.3.3. Regeneration in Ripon is about promoting significant change within the city’s development limit. Although a small city, parts of Ripon are likely to change in a manner that offers the opportunity to deliver sustainable development owing to their character, scale and potential to create new ‘urban villages’. There is also current evidence of vacant and underused property. Relying upon incremental change is not likely to produce the wider benefits of a creative regeneration approach. It will be necessary to produce a masterplan or guidelines for the planning of each area in partnership with the district council and key owners and local residents.

5.3.4. The comprehensive development of those areas, namely Bondgate Green, Ure Bank and Clotherholme (the former military estate) will contribute to the regeneration of the city. Each proposed regeneration area has its own focus and scale by which to offer substantial benefits to the city as a whole. (Naturally, the city centre is also a key focus for the city’s regeneration and it is subject of the separate following policy section.)

5.3.5. Accordingly:
Policy B.1 - Bondgate Green

The area lying generally along Bondgate Green between the River Skell and the Ripon Canal and Firs Avenue as shown on the Policies Map will become a new urban village by the comprehensive redevelopment of vacant sites and premises and the relocation over time of existing builders' yards and trade counters. The area is suitable for a mix of residential, small scale workspace, hotel, cultural uses and coach parking.

5.3.6. Other policies of particular significance to Bondgate Green Regeneration Area are:
- Sites for New Hotels (Policy D.3)
- Cathedral Precinct (Policy C.6)
- Windfall Housing Sites (Policy E.1)
- River Corridors (Policy H.1)

5.3.7. Designations/Boundaries to be shown on the Policies Map
- Regeneration Area

Justification:

5.3.8. The opportunity to create a new urban village straddling the B6265 “gateway” to the city is based on an assessment of current land use and environmental assets. Through bringing together the river and canal corridors with reuse and redevelopment of vacant sites and following the relocation of trades’ counters, a mix of housing, business and cultural uses can be delivered in an improved environment. Planning permission has been granted for development of two sites for housing and there is clear potential for additional housing as part of a mixed use area.

5.3.9. A master plan is important to show how new buildings could create pleasant places and ensure that the presence of the river is taken into account to minimise flood risk.

5.3.10. This would be a good location for a hotel well connected to the city centre and cultural and arts spaces could be provided in some of the modern vacant substantial warehouse buildings. Owing got the proximity of the city centre, retail use is not supported in this location.

Policy B.2 - Ure Bank

The area of the historic crossing of the River Ure, its riparian environment and existing principal business and residential uses as shown on the Proposals Map will be consolidated as the Ure Bank urban village.

The vacant site on Hutton Bank is allocated for employment and business use owing to its proximity to the A61. More efficient use of employment sites and their environmental improvement will be encouraged and the revitalisation of the former Maltings, a listed building, will be sought.
South of the river, vacant land and the former Station Hotel are suitable for a mix of hotel, visitor parking and residential uses.

5.3.11. Other policies of particular significance to Ure Bank Regeneration Area are:
- Protection and Enhancement of existing employment areas (Policy D.1)
- Sites for New Hotels (Policy D.3)
- River corridors (Policy H.1)
- Landmark buildings in need for restoration (Policy H.3)
- External lighting (Policy H.6)

5.3.12. Designations/Boundaries to be shown on the Policies Map
- Regeneration Area

Justification:

5.3.13. Ure Bank is an existing business location and a mixed use area with existing terraced housing and more recent estate housing. (The park homes are beyond the city boundary.) Some employment sites are underused and there is vacant land suitable for employment use, especially as the area has direct access with the A61. The vacant Maltings, a listed building at risk, could be regenerated by residential or business use and it could be used also for community and cultural purposes reinforcing the mixed use character of the area.

5.3.14. This is the northern entrance to the city crossing the River Ure valley with views as far as the Cathedral.

5.3.15. The vacant former auction mart is within the south part of the area. Whilst this site suffers from demonstrable unstable ground conditions the limited development potential offers a good location for a hotel following the former Station PH.

5.3.16. These considerations support the integrated approach offered by designation as a Regeneration Area. Given its location and the important environmental character of the area a master plan should be prepared.

Policy B.3 - Clotherholme

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, Clotherholme. 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, Clotherholme 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.

5.3.17. Other policies of particular significance to Clotherholme Regeneration Area are:
- Landscape Character (Policy A.2)
- Development Limit (Policy B.6)
- River Corridors (Policy H.1)
- External lighting (Policy H.6)

5.3.18. Designations/Boundaries to be shown on the Policies Map
- Regeneration Area

**Justification:**

5.3.19. Following the announcement in 2013 of closure of Claro Barracks there was much support and encouragement for the City Plan to be the means for Ripon to set out how the military estate should be used once it is vacated.

5.3.20. Whilst the alienation timetable is likely to evolve, City Plan, with its horizon of 2030, has still the obligation to recommend the approach to redevelopment of the military estate whenever and however this should become available.

5.3.21. Deverell Barracks closed in 2015. The Defence Infrastructure Organisation (DIO) submitted Claro and Deverell Barracks to HBC for inclusion in the Local Plan SHELAA “call for sites” as well as additional military land to the south of Clotherholme Road.

5.3.22. The military estate will be Ripon’s major “brownfield” site. Regeneration needs to include re-use of good quality buildings for a range of businesses, educational and community uses. Such buildings would be more expensive to develop as new today and their continued use is an important contribution to sustainable development.
5.3.23. Retention of the military playing fields for public use, the opportunity to allocate sites for local community needs and protection of the natural environment and landscape will all contribute to sustainable development.

5.3.24. Incorporation of the military roads as strategic additions to the city’s highway network may well be a valuable opportunity to reduce traffic congestion on the west side of the city and in the city centre.

**Policy B.4 - Clotherholme Development Strategy**

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)

5.3.25. Other policies of particular significance to Clotherholme Development Strategy are:

- Protection and replacement of recreation open space (Policy F.3)
- Proposed new highways (Policy G.1)

**Justification:**
5.3.26. The Clotherholme Regeneration Area comprises six parts: the Deverell Barracks, land and buildings south of Clotherholme Road, the Laver Banks training area, the Claro Barracks built up area, the Claro Barracks technical area and the sports fields.

5.3.27. The scale of the military estate and the evolving timescale for alienation of military premises means that there will be a phased release of land for redevelopment. In order to secure the widest public benefit this policy suggests particular matters that should be addressed at key stages based on current understanding of the military estate. Preparation of the masterplan may suggest additional matters that should be considered in due course.

\textbf{Policy B.5 - Mallorie Park Drive / Studley Road}

Consequent upon the relocation of the private (football and rugby) sports pitches between Mallorie Park Drive and Studley Road, planning permission will not be granted for the potential residential development of this site unless such proposals include the construction of a new road joining these public highways, nor will planning permission be granted for the development of either sports field until such time as the design of the new road (including facilities for public transport and cycling) has been completed to the satisfaction of the Highway Authority.

In the event that planning permission is sought for the development of either of the sports fields independent of the other the applicant will be required to enter into a Planning Agreement that protects the delivery of the new road from the creation of any ‘ransom strip’ before planning permission is granted.

This site is suitable not merely for a mix of market and affordable housing but other housing types (including retirement homes and extra care housing) owing to its accessibility to the city centre.

5.3.28. Other policies of particular significance to Mallorie Park Drive / Studley Road are:

- Protection and replacement of recreation open space (Policy F.3)

5.3.29. Designations/Boundaries to be shown on the Policies Map

- Regeneration Area

\textbf{Justification:}

5.3.30. Following the initial public consultation and the objectives that flowed from it, the prospective availability of the military playing fields and concern regarding the lack of orbital options for traffic on the west of the city came together. NPPF guidance on protection of playing fields and saved Local Plan policy initially discounted from consideration the inclusion of the Mallorie Park Drive football club grounds included in the SHLAA.
5.3.31. However, were both football and rugby clubs relocated the opportunity would exist for a new highway between Mallorie Park Drive and Studley Road to be provided as part of a housing development.

5.3.32. The site is on the edge of the windfall housing zone having reasonable accessibility to the city centre for trips without use of the private car. It therefore offers the opportunity for a range of housing tenures including not only market housing but also affordable and social housing and housing tenures attractive to the elderly as well as special needs and extra care housing.

### Policy B.6 - Development Limit

Within the development limit as shown on the Proposals Map proposals for new development will be permitted provided that these accord with relevant policies included in the Local Plan or within this plan.

*n.b. The Draft Local Plan is likely to contain a Development Limit Policy. It may be appropriate to align this wording and the Draft Local Plan in due course.*

5.3.33. Designations/Boundaries to be shown on the Policies Map

- Development Limit

**Justification:**

5.3.34. A development limit for the city was defined in the 2001 Local Plan shown on its proposals map. This contains the city’s “built-up” area, focuses development within the city and protects the city’s landscape edge. Over time anomalies have arisen, in particular with regard to the development of the military estate. A further review was carried out for this plan resulting in the development limit shown on the Proposals Map.

5.3.35. (It should be noted that the 2001 development limit extends beyond the Plan boundary in two places. The development limit now proposed is contained within the Plan boundary but in two locations - alongside A61 and at the military estate closest to Kirkby Road - the city’s built up area spreads into adjoining parishes. It will be for HBC to consider the extension of the development limit into the adjoining parishes as necessary in the Draft Local Plan.)

*Extract of policies map relevant to this section of the plan to be added here in the final submission version.*
5.4. **Section C - Strengthening the City Centre**

**Objectives:**

5.4.1. This section of the Plan contributes to the following objectives:

- To strengthen the city centre as the meeting place of choice for Ripon residents and visitors by:
  - reviewing the use and design of the Market Place and its facilities
  - promoting highway improvements that redirect vehicular traffic away from Market Place
  - promoting uses that support the creation of an evening economy
  - designating ‘quarters’ to promote cultural and leisure destinations
  - reviewing the desirability of protecting shops from other city centre uses
  - identifying replacement and/or additional sites for car and coach parking

**Introduction:**

5.4.2. The Plan’s Vision sees the city centre as the hub of the city by being the “meeting place of choice”.

5.4.3. This role is reflected in the Core Strategy which saw the city centre forming the main service and employment centre for extensive rural areas in the northern part of the District and as its second largest shopping centre. The Core Strategy saw also some opportunity for further development East of Market Place including car parking and environmental improvements.

5.4.4. Making the most of the city centre means also recognising its different roles. So, being clear about the different needs of residents, workers and visitors has lead to the identification of city centre quarters, each with its own character yet together adding to the city centre’s vitality and viability. Significant changes are possible in shopping provision, health facilities, culture and recreation destinations and in housing. Plans for the Cathedral precinct offer major opportunities not only for the city centre but the city itself.

5.4.5. There may be a conventional impression that shopping remains the principal city centre function. Although the district’s second largest shopping centre, this approach is challenged by the Plan’s Vision and objectives. Greater flexibility is needed to encourage broader acceptance of non-retail uses, especially food and drink, in protected frontages. Out of centre retail and leisure proposals need to be tested for their impact upon the main shopping area.

5.4.6. The city centre is a residential area through flats and cottages developed and converted on upper floors and in courts. This will continue. Elsewhere in this plan a policy will be included that affords priority to housing on sites and in buildings within a reasonable
walking distance of the city centre in preference to non-residential use. This approach aims to continue the role of the city centre as a location for sustainable living.

5.4.7. The city centre’s heritage undoubtedly contributes to its visitor attraction. It continues to offer development opportunities on upper floors and backland as well as there being several landmark buildings in need of revitalisation. Environmental improvement is necessary to enhance the public realm and bring back into use currently vacant or underused backland and buildings.

5.4.8. Despite the opening of the city by-pass and the recent completion of Marshall Way, through traffic intrudes upon not only the west of the city centre but also the Market Place, Westgate and Duck Hill. Furthermore, Low and High Skellgates have poor air quality arising from traffic. Whilst the Highway Authority has no current proposals, Ripon is recognised in the latest NYCC Local Transport Plan (LTP4 2016-2046) as a priority for reduction in traffic congestion. Further investment in highways needs to be encouraged.

5.4.9. It is important that planning decisions in Ripon city centre facilitate its regeneration. The following policies identify the approaches that should be taken. To fail to address these is likely to withhold the investment important to securing the city centre’s vitality and viability. Accordingly:

**Policy C.1 - Ripon City Centre - Market Place Quarter**

The Market Place Quarter will be the city’s central meeting point and continue to be the main shopping area. It will be the principal arrival point for the city centre, containing the central car parks and bus station. It will include opportunities for development of new shops and hotel, improvements to parking and environmental improvement projects by:

The Market Place Quarter will be enhanced through:

- **New shops**
  - in the event of the vacation of premises currently occupied as the postal sorting office, this site is an opportunity for comprehensive development, along with the current Post Office building on Finkle Street, and the inclusion of the Victoria Grove car and coach parking; the upper floors of this development should be developed as a new hotel; such development to be accessed on foot from Finkle Street, Moss’ Arcade and Victoria Grove and by service vehicles from Victoria Grove
  - conversion of existing vacant buildings and land and the construction of complementary new buildings to the rear of nos. 80-86 North Street and facing the Marshall Way car park and shopping area.
• **Shopping Frontage Orientation**
  - Proposals to form new display windows and shop entrances will be permitted along elevations as shown on the Policies Map

• **Improvement Areas**
  - Market Place Westgate Improvement area
  - Kirkgate Yards Improvement area

• **Parking Improvement**
  - Proposals to enlarge the capacity of the car parks east of the Market Place will be encouraged including the feasibility of introducing additional parking decks between the Cathedral and St Marygate car parks.

• **Footpath improvement**
  - completion of footpaths west of Market Place

5.4.10. Other policies of particular significance to the Market Place Quarter are:

- Sites for new hotels (Policy D.3)
- Windfall Housing Priority Area (Policy E.1)
- Footpaths and Rights of Way (Policy G.2)
- Landmark buildings in Need of Revitalisation (Policy H.3)

5.4.11. Designations/Boundaries to be shown on the Policies Map:

- Quarter boundary
- Possible site for new shops/hotel
- Shopping frontage orientation
- Action Area

**Justification:**

5.4.12. The Market Place has been the centre of Ripon for over three hundred years and this role is not likely to change. However, the quarter needs the flexibility and focus to continue in this role. Recent development has provided the city centre with a good range of convenience shopping. Additionally, this is where new comparison shopping would be located, the provision of which has been recommended in the Harrogate District Retail Study (2014) and it is important to show where additional modern shops may be provided in order to meet this need.

5.4.13. The development of new shops at Moss’ Arcade and Victoria Grove offers the scale of development opportunity to meet the requirements of main-stream high-street retailers. This comprehensive development is the only significant land and premises within the quarter on a prominent site creating a stronger arrival point, especially for those choosing public transport. The development should take the form of a building with upper floors suitable for use as a new city centre hotel large enough to accommodate coach tour
5.4.18. As this development is dependent upon relocating existing coach parking and the vacation of the postal sorting office, delivery suggests a leading role for the Borough Council using its land ownership and statutory powers.

5.4.14. There is a smaller scale opportunity to develop new shops by restoring and extending vacant buildings fronting onto the new Marshall Way retail development and public car park, so removing current eyesores and forming a “second market place”. This development could be of greater interest to independent traders.

5.4.15. Shop entrances and display windows are essential features that contribute to the vitality of shopping streets. The recent developments in the city centre have revealed blank side or rear elevations. The formation of additional display windows and entrances on these elevations will help create the vitality of what can become new meeting places, such as the Marshall Way car park.

5.4.16. There are two parts of the quarter that invite improvement and the designation as action areas.

5.4.17. The Market Place is the central meeting place in the city centre from which Westgate provides the link with the Spa Quarter. Regeneration of this area will be assisted by upgrading and enhancement of the public realm (including consideration of traffic circulation), management of space for events and markets and outdoor extension of premises in A3 use for the regeneration of the Market Place Quarter. This approach also gives direction to other regulatory codes and bye-laws approval under which may be required for the use and enjoyment of the meeting place.

5.4.18. Kirkgate Yards is an important backland area in several ownerships, the appearance and arrangement of which make this an uninviting public area and has detracted from making best use of buildings that are variously unsightly and/or historic and inhibit efficient use of land. Additionally, vehicular access to the Sainsbury’s store, the Unicorn and Royal Oak, houses, apartments and upper floor flats is restricted. In particular, the need for frontage vehicular access to premises on Kirkgate inhibits the vitality of this important link between the Market Place and Cathedral. Rationalisation of roads, yards and parking areas could offer alternative vehicle access to Kirkgate properties and pedestrian circulation.

5.4.19. There are currently 664 off-street car parking spaces serving the city centre and yyy on-street parking spaces. Studies show that for much of the week this is a sufficient supply of spaces although concern about under supply is expressed at key times such as Thursdays (market day), Saturday morning and during major events, especially when the Market Place is closed to short stay parking. The principal public parking areas are east of the Market Place (Cathedral, St Marygate and Victoria Grove car parks) and west of
Market Place (Marshall Way). There are small areas of private car parking for frontage businesses rear of Market Place and Westgate, behind Kirkgate and west of North Street.

5.4.20. The city centre needs to provide additional car parking to support its role as a meeting place. In particular, greater numbers of day-time visitors are to be encouraged to support the city centre tourist sector and for whom public transport options are limited. The evening economy is less constrained by car parking. Expansion in numbers of visitors to the Cathedral and Ripon Museums will put pressure upon existing car parking, especially long-stay.

5.4.21. The primary opportunity is to improve the efficiency of the large parking areas east of Market Place. The change in ground level and use of the existing embanking between the short-stay Cathedral car park and the long-stay St Marygate car park provides an opportunity to expand parking provision. This could include re-allocation of long stay spaces to enable the relocation of the existing coach park.

Policy C.2 - Sequential Test Area, Impact Test Thresholds and Protected Shopping Frontages

For the purposes of determining proposals for retail development, sites within the defined Market Place Quarter of the city centre will be treated as “in centre” locations in accordance with the National Planning Policy Framework. For the purposes of determining proposals for B1 offices, leisure uses, or for other main town centre uses defined by the National Planning Policy Framework, the outer boundary of all city centre quarters will be treated as “in centre” locations in accordance with the National Planning Policy Framework.

An Impact Assessment as defined by the National Planning Policy Framework must support proposals for retail and leisure developments of the following sizes and in the following locations as shown on the Policies Map:

• 1000 square metres or more located on the edge of the Market Place Quarter for convenience and comparison retail, and the city centre boundary for leisure proposals

• 500 square metres or more located outside of the city centre for retail, but within the city development limit.

Planning permission will be granted for the change of use of a “unit” on the protected shopping frontages shown on the Policies Map (City Centre inset map Market Place Quarter), the most recent use of which was A1, provided that there remains at the time of the application in excess of 50% of units in A1 use at ground floor level on these frontages, except where the unit is in recently developed properties at The Arcade and Marshall Way where planning permission will not be granted for change of use.

*n.b. The Draft Local Plan is likely to contain a Town and Local Centre Management Policy. It may be
Justification:

5.4.22. National planning policy gives strong direction to the location and protection of town centre uses within defined centres. The impact of development that might harm a centre is required to be tested against prospective sequentially preferable sites. Where an application fails to satisfy the sequential test and/or is likely to have a significant impact on the city centre, it should be refused in accordance with the NPPF.

5.4.23. A Ripon city centre boundary had been defined in the 2001 Local Plan and the Harrogate District Study (2014) recommends that this boundary be amended slightly. The approach taken in this plan by defining particular quarters and analysis of the changing pattern of shop location in the city centre proposes that the Market Place Quarter provides a more reasonable and robust boundary for the retail sequential test area. The sites proposed for new shops are both within the Market Place Quarter.

5.4.24. Consultation revealed concern that former shop premises were being prevented from being used for other uses that would contribute to the vitality of the city centre. These vacant properties were giving an uncared for appearance to prominent parts of the city centre and becoming a cause for concern about its viability. A series of occupancy surveys was carried out that revealed the changing pattern of city centre occupation especially with regard to the frontages protected in the 2001 Local Plan. Whilst it is still important to identify a protected frontage in recognition of the continuing retail importance of the city centre, and having regard to recommendations in the Harrogate District Retail Study, greater flexibility has been sought in this policy through adopting a single category of protected frontage and indicating a level of shop units that will be sought to retain sufficient shops in the city centre. Owing to the quality of the specified recently constructed shops, the policy seeks to resist their loss to non-shop uses.

5.4.25. It is noted that national permitted development changes to use classes is giving greater flexibility. On the occasion that planning permission is required, this policy provides an approach to the protection of existing shops appropriate to a sustainable Ripon city centre.

Policy C.3 - Ripon City Centre - Northern Quarter

The Northern Quarter will be a significant cultural and community part of the city centre well connected to the Market Place Quarter and a significant residential area. The quarter contains important city centre facilities, Ripon Workhouse Museum and the Prison and Police Museum along with Community House, a centre for the voluntary sector. Regeneration will be encouraged to bring back into beneficial use vacant, derelict
and under-used buildings and land, to create townscape improvement and improve accessibility.

The Northern Quarter will be enhanced by:
- new Cultural and Community Facilities
- North Street / Allhallowgate Improvement Action Area
- Footpath improvement
- between Allhallowgate and Princess Road

5.4.26. Other policies of particular significance to the Northern Quarter are:
- Amenity open space and other open land (Policy F.1)
- Local Green Space (Policy F.2)
- Footpaths and other Rights of Way (Policy G.2)

5.4.27. Designations/Boundaries to be shown on the Policies Map:
- Quarter boundary
- Proposed Cultural/Community Area
- Protected open space / Local Green Space
- Protected / proposed path

**Justification:**

5.4.28. Meeting places for residents and visitors are important to the city centre and this quarter provides two of Ripon’s three museums, the cinema, restaurants and meeting rooms. It is also a significant residential area. The quarter contains vacant and underused buildings which are suited to cultural and community uses and this will reinforce the distinct character of the area.

5.4.29. The former Sharow View Workhouse buildings are currently in use as the Ripon Workhouse Museum and Community House, accommodation for the voluntary sector. Following agreement to purchase the Sharow View site from North Yorkshire County Council, the Ripon Museum Trust can now take the opportunity to consolidate, restore and expand the museum to increase visitors numbers and to reinforce its role as the most significant former workhouse in the north of England.

5.4.30. The development and diversification of third sector activities can be facilitated through the continued use of Community House.

5.4.31. The poor appearance of backland around the telephone exchange and rear of premises on North Street harms the vitality of the quarter and detracts from current and future footfall in the area generated by the museum, community uses, restaurants and housing. Environmental and public realm improvement will be sought.
5.4.32. A pedestrian way passes through the site which could provide a more significant route between the city centre and the north of the city if protected and developed as part of the area.

### Policy C.4 - Ripon City Centre - Spa Quarter

The Spa Quarter provides the largest area of protected open space for the city centre, the enhancement of which through integration of currently separate open spaces, will be significant for the city centre’s amenity and accessibility. The quarter contains two important community facilities, Ripon Hospital and Ripon Swimming Baths, development proposals for which are significant to the regeneration of the city centre. As well, the quarter lies on the west of the city centre where the improvement of public car parking would be important for visitors.

The Spa Quarter will be enhanced through environmental improvements, notably the better integration of the Spa Gardens and Spa Park.

5.4.33. Other policies of particular significance to the Spa Quarter are:
- Hospital / Swimming Bath Regeneration Area (Policy C.5)
- Amenity open space and other open land (Policy F.1)

5.4.34. Designations/Boundaries to be shown on the Policies Map:
- Quarter boundary
- Protected open space
- Hospital / Swimming Bath Regeneration Area

### Justification:

5.4.35. The attractive open landscape in this quarter had not been seen formerly as an integral part of the city centre. The hospital and swimming baths serve the whole of Ripon as major community facilities yet are poorly related to Spa Garden. In the quest for improving the city centre as a destination in its own right this quarter’s distinctive character and quality needs to be recognised.

5.4.36. The Spa Gardens and Spa Park, both functionally and aesthetically, are separated by Park Street, itself a busy highway with poor footpath provision. Park Street continues with Westgate to the Market place. The environmental of this route is an action area within the Market Place Quarter.

5.4.37. Key elements of the quarter - the hospital, swimming baths and health service car park - justify a comprehensive approach to future development proposals to ensure that the quarter plays a full part in the regeneration of the city centre. Accordingly, because if its importance, this is addressed in Policy C.5.
Policy C.5 - Ripon Hospital / Spa Baths Regeneration Area

In the event that either of these premises, in whole or part, become surplus before the other, development proposals should proceed as follows:

a) if Spa Baths is vacated first then, other than the front range which should be retained for cultural use, the site should be made available to facilitate improvements to Ripon Hospital

b) if Ripon Hospital is vacated first (alternative hospital premises having been provided elsewhere in Ripon) the “listed” hospital buildings should be converted for residential use and the remainder of the site made available for residential use incorporated within an extension of the Spa Gardens

c) should the Spa Baths become available following b) then, other than the front range being retained for cultural use, the site shall be made available for residential use within an extension of the Spa Gardens.

In the event that additional parking is provided through site expansion a management arrangement should be entered into between the health services and Harrogate Borough Council to afford an increase in general public parking.

5.4.38. Other policies of particular significance to the Ripon Hospital / Spa Baths Regeneration Area are:

- Market Place Quarter (Policy C.1)
- Windfall Housing Priority Area (Policy E.1) Amenity open space and other open land (Policy F.1)

5.4.39. Designations/Boundaries to be shown on the Policies Map:

- Hospital / Swimming Bath Regeneration Area

Justification:

5.4.40. Facilities at Ripon Hospital are not considered to best meet current standards by the health services. Similar concern exists over the Spa Baths. It is unclear whether either or both of these premises, in whole or part, may become surplus during the plan period. What is clear is that they each provide important facilities within the city centre for residents and visitors. As both premises in effect share a single site the cessation of one or the other would offer opportunities for the enhancement of the other and, subsequently, the wider city centre.
5.4.41. It is proposed that if Spa Baths is vacated first then it should be made available to facilitate improvements to Ripon Hospital. The attractive Spa Baths Art Nouveau style front range should be retained for use as a cultural facility, perhaps an art gallery. Harrogate Borough Council as owner should initiate a partnership to facilitate such a development.

5.4.42. If alternative hospital premises are provided elsewhere in Ripon, it is proposed that the “listed” hospital buildings be converted for residential use and the remainder of the site used for new housing incorporated within an extension of the Spa Gardens. Should the Spa Baths then become available so these too should be integrated as a cultural facility within the wider parkland with any remaining space being used for housing. The city centre location of both premises should make them attractive for specialist or elderly persons’ housing.

5.4.43. This policy is important for the sustainability of important community services in the city centre and encourages the key partners to agree this co-ordinated approach. It would not preclude other uses in due course.

5.4.44. In addition, there are car parks at Ripon Hospital (off Firby Lane) for staff and visitors. There is also a substantial vacant and derelict building, in public ownership, to the east of this parking that could be incorporated to increase the parking area. Opportunities to identify vacant land within the city centre suitable for new car parking are limited. B6265 is the primary east-west route through Ripon and is an important tourist route. Access to existing city centre car parks is poor from this highway. The Ripon Hospital car park is well located for taking access direct from B6265. An enlarged parking site would offer the opportunity for some general public parking subject to satisfactory management arrangements.

**Policy C.6 - Ripon City Centre - Cathedral Precinct**

As a city centre quarter, the Cathedral Precinct will create an environment that accommodates increased visitor numbers, provides for improved interpretation, and enables a wide variety of community events to take place consistent with the Cathedral’s diocesan and parochial mission. The content, scale and connectivity of the Courthouse Museum will be protected and enhanced.

The Cathedral Precinct will be regenerated by development proposals, conservation, environmental and traffic measures to enhance the Cathedral and its surroundings as set out in a Masterplan prepared by the Chapter of Ripon Cathedral (such plan to include proposals for the stone yard, Cathedral Hall and Minster House stables). This plan will make proposals to improve the connectivity of the precinct with the Market Place Quarter, car and coach parking and the Bondgate Green Urban Village.

5.4.45. Other policies of particular significance to the Cathedral Precinct are:
5.4.50. Skyline (Policy A.5)  
Bondgate Green Regeneration Area (Policy B.2)  
Amenity open space and other open land (Policy F.1)  
Footpaths and public rights of way (Policy G.2)  
Landmark buildings in need of revitalisation (Policy H.3)

5.4.46. Designations/Boundaries to be shown on the Policies Map:
- Quarter boundary
- Protected open space
- Footpaths and rights of way
- Landmark building in need of revitalisation.

**Justification:**

5.4.47. The Cathedral is the oldest building in Ripon and is the principal landmark on the city’s distinctive skyline, visible across the east and south of the city centre and for several miles around the city in most directions. It attracts close to 100,000 annual visitors. The precinct stretches from public car parking in the north to the River Skell. The Cathedral churchyard provides a striking setting to the south-east. The west front faces Kirkgate across Minster Road and this processional route leads to the Market Place. Despite its physical prominence more needs to be achieved to integrate the Cathedral, the Market Place and city centre parking.

5.4.48. The Cathedral Chapter recognises the pressing need for improved visitor facilities to display artifacts and treasures, hospitality and restrooms. The Cathedral’s strong music tradition needs an improved song school. It is unlikely that these can be provided within the Cathedral itself.

5.4.49. Proposals for the precinct were published by the Chapter in April 2016. The strategic opportunity for the precinct is to see car-borne visitors arrive at the St. Marygate car park and enter from the north. New building could be provided at this point. The Courthouse Museum could be enhanced. The Old Deanery Hotel could be extended in this unique location. Enjoiement of the public realm between the Cathedral and the Courthouse Garden is interrupted at present by Minster Road, despite the sensitive design of the Cathedral forecourt. Integration of the Cathedral’s land interests either side of Minster Road would create a safe, traffic-free environment for visitors and reduce the risks to the historic fabric from traffic vibration. This could also improve the quintessental Ripon view of the Cathedral west front from Kirkgate and pedestrian connectivity with the Market Place.

5.4.50. There may be an opportunity for new building between the Cathedral south west tower and Minster House for Cathedral functions. Naturally, a building in this extremely sensitive location would have to be of the highest quality.
5.4.51. The lower part of the precinct fronting High St Agnesgate could offer the opportunity for a modest residential development replacing existing Cathedral premises.

5.4.52. The tranquility of the Cathedral churchyard is an important asset for the city centre as well as provision of safe, off-road paths connecting with the River Skell paths.

**Policy C.7 - Building Use**

Proposals involving residential or office development above or behind ground floor premises within the city centre will be permitted provided that they will not cause unacceptable planning impacts for other adjacent land uses. In addition, developments at ground floor should not compromise the current use, or future reuse, of upper floors or rear courtyards.

**Justification:**

5.4.53. The success of the “living over the shop” initiative is continued by further upper floor conversion and refurbishments. The historic layout of the city centre includes courtyards built upon former burgage plots and residential development continues as well at ground level. It is important that ground floor frontage units do not close off or otherwise inhibit formal access to upper floors or rear courtyards.
Extract of policies map relevant to this section of the plan to be added here in the final submission version.
5.5. **Section D - Supporting the Ripon Economy**

**Objectives:**

5.5.1. This section of the Plan contributes to the following objectives:
- To facilitate the regeneration of Ripon by:
  - allocating sites for employment and training
  - providing tourist accommodation
- To strengthen the city centre as the meeting place of choice for Ripon residents and visitors

**Introduction:**

5.5.2. Ripon faces a dilemma about its role and purpose. On the one hand it may be seen as a market town acting as a service centre for a wider rural area and generating employment from the provision of services to this area. On the other, as the regional and national economies change, so a role as a dormitory town with employment increasingly sought elsewhere (characterised by longer distance commuting) becomes more prevalent. The former appears to be the preferred role, for example, the Core Strategy, whilst the latter continues to be more evident, especially with the growth in population over recent decades.

5.5.3. Three other factors are also evident; the ageing population and the changing nature of work, accessibility to workplaces and employment land. Each is relevant. The ageing population is a result of the trends in longer life expectancy and improved health. Ripon is a city of choice for retirement. This supports city centre, recreational and cultural activities which offer employment and eventual health and care work. Some households choose Ripon owing to current secondary education policy, others because the environment makes it a pleasant place to live whilst carrying on business which is less location dependent. Local high-speed broadband supports on-line business activity, including for those businesses “working from home”.

5.5.4. Land for employment has been limited in Ripon for several years and most realistically available land now has been developed. Nearby business parks /and industrial estates provide job opportunities for Ripon workers, notably at Melmerby. Imminent completion in 2017 of further upgrading of the A1 to motorway standard will improve accessibility to work outside the city with both Tees-side and Leeds city regions providing opportunities. However, alternatives to the use of the private car are limited. Whilst there is a frequent bus service between Ripon to Harrogate and Leeds city centre, many work places are dispersed. The frequency of bus service offered to other centres such as York, Northallerton and Richmond is low and journeys are longer than would be taken by car. There is no rail service to Ripon, the nearest stations being at Harrogate and Thirsk.
5.5.5. Therefore the plan needs to protect the employment areas that do exist in Ripon whilst recognising the severe limitations on allocating further sites. However, job opportunities will continue to be provided and created in the service sectors and through homeworking as Ripon focuses on its a role as “a meeting place of choice”. In this regard jobs and job creation in the hospitality sector is an important contribution to the city. Consequently, the plan seeks the protection of existing hotel rooms and promotion of new hotels through the allocation of sites.

5.5.6. (Naturally, the city centre is a key focus for the city’s economy and regeneration and is the subject of the following policy section.)

5.5.7. Accordingly:

**Policy D.1 - Protection and Enhancement of existing employment areas**

The following areas as identified on the Proposals Map should continue to be occupied by employment uses. The development or redevelopment of land and premises within these areas for purposes other than class B1 (Business), B2 (General Industrial) or B8 (Storage or Distribution) uses will not be permitted.

- Boroughbridge Road
- Dallamires Lane
- Harrogate Road
- Phoenix Business Centre (not B8)
- Highfield Business Park (not B8)
- Ure Bank

Proposals are encouraged within these areas, as appropriate, that would intensify the use of underused land and premises, modernise or replace existing business premises or result in the relocation of environmentally unsuitable users.

The use of other employment sites for non B1, B2, B8 uses will be resisted unless it can be demonstrated that the proposed use would create appropriate alternative employment opportunities, or that the continued use of the site for business use would cause unacceptable planning problems, or that the site falls within the area of Policy E.1, or is for an hotel.

*Please note; The Town and Country Planning (Use Classes) Order 1987 (as amended puts uses of land and buildings into various categories known as ‘Use Classes’. Further details can be found in our glossary document.*

*n.b. The Draft Local Plan is likely to contain a Protection and Enhancement of Existing Employment Areas Policy. It may be appropriate to align this wording with the Draft Local Plan in due course.*
5.5.8. Other policies of particular significance to Protection and Enhancement of existing employment areas are:
   • Ure Bank (Policy B.2)

5.5.9. Designations/Boundaries to be shown on the Policies Map
   • Employment Areas

**Justification:**

5.5.10. The Greater Ripon Improvement Partnership (GRIP) supported by HBC commissioned a report on employment land availability in 2012 arising from concern that existing allocations had been committed. This report recommended that protection needed to be given to existing employment areas and that better use of these areas should be encouraged.

5.5.11. The withdrawn Sites and Policies DPD had defined existing employment areas and these were reviewed resulting in the areas now proposed.

5.5.12. The Phoenix Business Centre and Highfield Business Park are unsuitable for B8 use owing to location and access.

5.5.13. Some small areas of low cost business premises have not been included, such as Ash Grove and Fisher Green, although their redevelopment should be resisted.

**Policy D.2 - Protection of Existing Hotels**

Proposals involving the change of use of a hotel with 10 or more lettable bedrooms will not be permitted unless clear evidence is provided to demonstrate that they are no longer viable, including:

   • evidence that the hotel has been actively marketed at existing use value for at least 12 consecutive months;
   • occupancy rates for the last three years of operation; and
   • capital expenditure in the last five years of operation.

Applicants will also be required to demonstrate that there will be no significant adverse impact on the supply or quality of visitor accommodation available in the area.

*n.b. The Draft Local Plan is likely to contain a Protection of Tourist Facilities Policy. It may be appropriate to align this wording with the Draft Local Plan in due course.*

**Justification:**

5.5.14. The protection of hotel rooms from redevelopment proposals is important to maintain Ripon’s role as a visitor destination. The threshold of ten lettable bedrooms is set to reflect the size of premises in the city and is reasonable in comparison with the approach adopted in Harrogate town.
### Policy D.3 - Sites for Hotels

The following sites, as shown on the Policies Map, are allocated for the development of new hotels.

- North Road
- Bondgate Green
- Victoria Grove (as part of a mixed retail / hotel development – see policy Policy C.1)

#### 5.5.15. Other policies of particular significance to the identification of sites for hotels are:

- Bondgate Green Regeneration Area (Policy B.1)
- Ure Bank Regeneration Area (Policy B.2)
- Protection of hotels (Policy D.2)
- Spa Quarter (Policy C.4)
- Cathedral Precinct (Policy C.6)

#### 5.5.16. Designations/Boundaries to be shown on the Policies Map

- Proposed hotel site

**Justification:**

#### 5.5.17. Ripon is a visitor destination and needs to facilitate longer stays by visitors. There is a shortage of hotel rooms in some categories as well as hotels if sufficient size to accommodate coach parties. Planning permissions have been granted for budget hotels but not implemented owing to the site being developed for alternative use or forming a subsidiary part of a larger mixed-use project that has not commenced. The sites identified aim to encourage proposals in more attractive locations, notably closer to the city centre.

#### 5.5.18. Within the city centre, incorporation of hotel use on upper floors of new retail development within the city centre Market Place Quarter is encouraged (see Policy C.1). The importance of hotel use is encouraged additionally in the city centre Spa Quarter. This may be by expansion of the existing Spa Hotel or by conversion of existing buildings. Expansion of the Old Deanery Hotel in the Cathedral Precinct is an opportunity to be promoted within a masterplan for the Cathedral Precinct (see Policy C.6).

*Extract of policies map relevant to this section of the plan to be added here in the final submission version.*
5.6. **Section E - Providing New Homes**

**Objectives:**

5.6.1. This section of the Plan contributes to the following objectives:

- To contribute to meeting the need for new homes by
  - allocating sites for new open market homes and new affordable homes
  - anticipating the opportunity for using windfall sites for new housing
- To facilitate the regeneration of Ripon by:
  - designating mixed use areas
  - providing a strategic basis for the redevelopment of the military estate including the requirement for master planning a new urban village...affordable and market housing...

**Introduction:**

5.6.2. The provision of more housing is a key element of Sustainable Development. As yet it is not clear what role Ripon will play in delivering whatever new housing target emerges from the new Local Plan. However, the Final Strategic Housing Market Assessment proposed a full, objectively assessed requirement of housing need of 557 dwellings each year and whilst this is not a housing target as such, HBC has given weight to it for plan making and monitoring.

5.6.3. The Local Plan will extend beyond the neighbourhood plan period. Government guidance is for neighbourhood plans to allocate more sites as a reserve in case a new Local Plan sets a higher target than anticipated.

5.6.4. Based on information from HBC at 30th June 2016 planning permission has been granted for over 240 new dwellings in Ripon. Planning applications for around another 150 have been submitted. It is conceivable that around 400 new dwellings could be built in Ripon up to 2025. Two large housing sites with planning permission are shown on the Policies Map for clarity. Red House at Palace Road has permission to provide 55 dwellings whilst Bellman Walk (Doublegates) has permission for 150 dwellings and is a greenfield site. (These are shown on the Policies map for information.)

5.6.5. Owners and developers have put forward several sites in Ripon for inclusion in the new Local Plan. Others are seeking support for sites outside the city boundary but which would look to Ripon. These have been published by HBC in the Strategic Housing and Economic Land Availability Assessment (SHELAA) in 2016. The allocation of any of these is a matter for the new Local Plan. What is significant is that these sites are almost without exception, greenfield. Sites at the Ripon military estate are brownfield.

5.6.6. The approach of the plan is to maximise the potential yield from brownfield sites and to explicitly avoid greenfield development for housing. In order to present a clear growth
approach for the plan, the three Regeneration Areas are crucial (as has been explained in section B above), especially the military estate.

5.6.7. Additionally, the plan proposes that Ripon will continue to supply new dwellings by giving priority to redevelopment for housing close to the city centre. This is major support for the continuing flow of windfall housing. Housing could also follow relocation of the football and rugby clubs from Mallorie Park Drive and Studley Road.

5.6.8. It will be important not to waste available land so seeking appropriate housing density will be important.

5.6.9. There is some demand from people interested in self build and custom housebuilding. The plan proposes a way to provide plots for self builders.

5.6.10. A significant concern from consultation is the affordability of homes in Ripon. However, there is no information available to promote an affordable housing policy for the city alone and given the frequent introduction of new priorities and initiative by Government it is concluded that affordable housing matters at this time should properly be the responsibility of HBC and the Local Plan.

5.6.11. Accordingly:

Policy E.1 - Windfall housing priority area

Permission will be granted to redevelop sites and convert buildings not in residential use within the area shown on the Proposals Map to residential use, except where such buildings are in current use as an hotel of ten or more bedrooms.

5.6.12. Other policies of particular significance to the windfall housing priority area

- Ripon Hospital / Spa Baths Regeneration Area (Policy C.5)
- Protection of hotels (Policy D.2)
- Building use (Policy C.7)

5.6.13. Designations/Boundaries to be shown on the Policies Map

- Windfall Housing Priority Area

Justification:

5.6.14. Whilst the city centre should be an area in which new homes are provided through schemes such as “Living Over the Shop”, a further area of property lies beyond the city centre which is within 10 minutes walking distance of the Market Place for most people. This area includes sites and premises to which, should they become available within the plan period, preference should be given for redevelopment and use for housing with the exception of the city’s larger hotels as these are important to the city’s tourism sector.
Policy E.2 - Type, Mix and Density of New Market Homes

All proposals for residential development on sites of 10 or more dwellings should contribute to the creation of mixed communities having regard to the existing housing in the locality taking into account the Strategic Housing Market Assessment in determining the type and mix of unit sizes on each site.

All proposals will be expected to deliver housing at a density of not less than 30 dwellings per hectare. Higher densities of between 30 and 50 dwellings per hectare will be sought on sites within the area defined by the outer boundary of Policy E.1 as shown on the Policies Map. These requirements may be relaxed where it is demonstrated that development at such densities would be detrimental to local character or amenity or where there are other constraints upon the site itself which would prevent these densities being achieved.

*n.b. The Draft Local Plan is likely to contain a Housing Mix and Density Policy. It may be appropriate to align this wording and the Draft Local Plan in due course.*

Justification:

5.6.15. Planning policy can seek the creation of mixed communities through the placing of site density requirements upon larger sites and the mix of housing types and size and to achieve effective use of land and sustainable development. An approach to site density is appropriate and important to Ripon especially as regards achieving higher densities in and around the city centre.

Policy E.3 - Support for self build and custom housebuilding

All proposals for residential development of sites for above 20 units should reserve a minimum of 5% of plots for disposal to self builders. These plots should be offered for disposal not later than two years from the start of site preparation works. Plots which have not been sold within a further two years shall revert to the developer subject to the conditions of disposal not being unreasonable as assessed by an independent surveyor to be appointed by the Local Planning Authority.

*n.b. The Draft Local Plan is likely to contain a Self and Custom Build Housing Policy. It may be appropriate to align this wording and the Draft Local Plan in due course.*

5.6.16. Other policies of particular significance to self build and custom housebuilding are:
- Development Limit (Policy B.6)
- Windfall housing priority area (Policy E.1)

Justification:

5.6.17. Under the Self-build and Custom Housebuilding Act 2015 local authorities are required from April 2016 to keep registers of individuals and associations of individuals who wish to acquire serviced plots of land to bring forward self-build and custom housebuilding
projects. Evidence from practitioners advised that there is a known but unquantified demand for plots for self-build housing in the city and surrounding area.

5.6.18. The allocation of large sites upon which Ripon’s housing land supply substantially rests is a matter for the Local Plan. However, a policy to reserve sites for self build and custom housebuilding within the site layout offers a way forward, as long as the commitment is time limited. It may be that house-builders will find it attractive to provide serviced plots.

5.6.19. However, plots may be identified by individuals within the Development Limit and the Windfall Housing Priority Area. It is not possible for the plan to identify these.

5.6.20. An indirect output from such development is the opportunity for contemporary architecture, an aspiration of the plan.

Extract of policies map relevant to this section of the plan to be added here in the final submission version.
5.7. **Section F - Enjoying Open Space and providing Community Facilities**

**Objectives:**

5.8.1. This section of the Plan contributes to the following objectives:

- To protect, and where appropriate allocate, sites for community purposes including health, leisure and recreational uses;
- To facilitate the regeneration of Ripon

**Introduction:**

5.8.2. Ripon sits in attractive countryside between the edge of the Pennines and the Vale of York. This countryside extends into the north of the city boundary within which are around fifty separate open space sites comprising playing fields, school grounds, parks and playgrounds, allotments and undeveloped land. Additionally, some sites have nature conservation interest.

5.8.3. The 2001 Harrogate District Local Plan protected both amenity and recreational open space including school sites. In addition, it introduced Special Landscape Areas. Public consultation revealed concern to give strong protection to the city’s open spaces.

5.8.4. Whilst the Plan continues policies that seek protection of open space sites for enjoyment of amenity and recreation purposes, there are other community facility considerations. Future needs for additional school sites and for indoor recreation and leisure that would require the use of current open space sites. Other community facility needs in the south of the city may need support for use of land otherwise allocated, for example, for employment.

5.8.5. Accordingly:

**Policy F.1 - Amenity open space and other open land**

Planning permission for development proposals on open space and other open land which are shown on the Proposals Map and city centre inset map for making a significant contribution to the visual amenity and character of the city will not be granted where there is a disproportionate and unacceptable harm to the visual amenity or character of the area, or harm to the value of the open space for informal recreation or wildlife.

*n.b. The Draft Local Plan is likely to contain a Protection of Existing Sport, Open Space and Recreation Facilities Policy. It may be appropriate to align this wording with the Draft Local Plan in due course.*

5.8.6. Designations/Boundaries to be shown on the Policies Map

- Protected open space
5.8.7. Ripon enjoys open land within its boundary. Some is countryside and farmland on the edge of the city, whilst other sites are playing fields, school grounds, parks and playgrounds, allotments and undeveloped land. Additionally, some sites have nature conservation interest. The theme that is common to them all, whether in private or public ownership, is their contribution to the overall amenity of the city.

5.8.8. Whenever development is proposed on any of these sites, the plan requires that this amenity value is explicitly taken into account and protected.

**Policy F.2 - Local Green Space**

The following sites as shown on the Policies Map shall be designated as Local Green Space owing to their proximity, significance and character:

- Temple Gardens
- Bishopton Fields
- College Lawn
- Goose Common
- Kearsley Road
- Tower Road
- Workhouse Garden

5.8.9. Designations/Boundaries to be shown on the Policies Map

- Local Green Space

**Justification:**

5.8.10. Certain amenity open spaces, but not all, meet the criteria set out in paragraph 77 of NPPF to be designated Local Green Space. Support for the plan provides an impetus for them to receive this classification.

**Policy F.3 - Protection and replacement of recreation open space.**

Development proposals that involve the loss of existing outdoor public and private sport and recreational facilities will not be permitted unless:

- the applicant can demonstrate that there is a surplus of similar facilities in the area and that its 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
- 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
- the land by virtue of its size, location and physical conditions, is incapable of appropriate recreational use; or
in the case of playing fields, where sports and recreation facilities can best be retained and enhanced through the development of a small part of the site, the benefits of which should clearly outweigh the loss of this land; or

in the case of playing fields, where the proposal involves the development of an alternative indoor or outdoor sports facility that will benefit sports development in the District and clearly outweigh the loss of the playing fields.

Small-scale developments related to the function of the open space will be allowed if they cannot be located elsewhere.

n.b. The Draft Local Plan is likely to contain a Protection of Existing Sport, Open Space and Recreation Facilities Policy. It may be appropriate to align this wording with the Draft Local Plan in due course.

5.8.11. Designations/Boundaries to be shown on the Policies Map

• Protected Open Space

Justification:

5.8.12. Recreation open space includes playing fields, other sports grounds and playgrounds in both public and private ownership. There is a shortfall of playing fields for some sports within the city but it has not proved possible to allocate sites for new facilities. Accordingly, it is important to protect existing facilities from development proposals.

Policy F.4 - Allotments

Planning permission will be granted for the laying out of additional allotment belts in the locations shown on the Policies Map.

5.8.13. Designations/Boundaries to be shown on the Policies Map

• Allotments

Justification:

5.8.14. The existing allotment belts across Ripon are fully subscribed with waiting lists. In order to address this shortage of plots it is proposed that additional allotment belts should be developed on vacant and undeveloped land as extensions to existing belts at Kirkby Road and Boroughbridge Road. Allotments assist in promoting healthy lifestyles and the production of locally grown fresh produce.

Policy F.5 - Education facilities

In the event of additional education provision being required owing to growth in the school age population and where this cannot be provided within existing education sites without unacceptable overcrowding and/or loss of existing facilities such additional provision shall be made in the protected open land between Kirkby Road, Church Lane, Park Street and Clotherholme Road including the grounds of the present secondary school (Outwood Academy).
Additional education provision clearly required arising from any residential development of the military estate shall be provided on a site allocated within this area.

**Justification:**

5.8.15. A “green lung” of open land exists in west Ripon created by the grounds and playing fields of neighbouring primary and secondary schools and undeveloped land. This is of important amenity and recreational value. There is some evidence of unstable land conditions.

5.8.16. The growth in the city’s population will place pressure upon existing schools and at some stage in the plan period it may no longer be possible to provide additional school accommodation within existing sites. In this eventuality the plan provides that new facilities may be provided within this area.

5.8.17. Where a net increase in the demand for additional provision arises from residential development of the military estate it is reasonable that this is accommodated on a site within this area. This exercise should be included in the requested master plan for the military estate.

**Policy F.6 - Community Facilities Priority Area**

Planning permission will be granted for the development of community facilities relevant to achieving improvements in community health and education in south Ripon.

5.8.18. Other policies in this chapter that are of particular significance to Community Facilities Priority Area:

- Employment Areas (Policy D1)

5.8.19. Designations/Boundaries to be shown on the Policies Map

- Community facilities priority

**Justification:**

5.8.20. Recent analysis of Ripon revealed that there is evidence of parts of Minster ward in the south of the city suffering relative greater multiple deprivation within Ripon than others parts with regard to health, deprivation and disability. Accordingly, proposals for new public facilities related to health and other community uses might be located closer to these more deprived areas.

5.8.21. There are few sites available for allocation for community use. One exception is the Harrogate Road employment allocation where a planning permission has been granted that includes small scale business premises that would be suitable for community use. This would provide exceptional grounds to forego employment use on Ripon’s limited supply of allocated employment sites. Planning permission should be granted for such use if and when sought.
Policy F.7 - Camp Close Leisure Centre
Planning permission will be granted for the further development of the Camp Close Leisure Centre to include the provision of an indoor swimming pool, additional accommodation for indoor recreation and outdoor all weather playing surfaces (such external illumination having regard to minimising impact on neighbouring homes).

5.8.22. Other policies in this section that are of particular significance to Camp Close Leisure Centre:
- Ripon Hospital / Spa Baths Regeneration Area (Policy C.5)
- Protection and replacement of recreation open space (Policy F.2)
- External lighting (Policy H.6)

5.8.23. Designations/Boundaries to be shown on the Policies Map
- Camp Close Leisure Centre

Justification:

5.8.24. Recent analysis of Ripon revealed that there is evidence of parts of Moorside ward and Minster ward in the south of the city suffering relative greater multiple deprivation than others parts of Ripon. Accordingly, as far as possible, proposals for new public facilities related to education, health and recreation might be located closer to these more deprived areas.

5.8.25. The existing Camp Close Leisure Centre is sited in protected recreational land. It is understood that this would be the preferred site for relocation of the swimming baths. It is in a reasonably accessible part of the city for those without access to private transport and could be the location for further investment in indoor recreation and associated facilities as well as replacement outdoor playing facilities such as all-weather surfaces.

Extract of policies map relevant to this section of the plan to be added here in the final submission version.
5.8. **Section G - Connecting Ripon**

**Objectives:**

5.8.1. This section of the Plan contributes to the following objectives:

- To strengthen the city centre as the meeting place of choice for Ripon residents and visitors;
- To improve accessibility within Ripon and beyond;
- To protect, and where appropriate allocate, sites for community purposes including health, leisure and recreational uses;
- To contribute to meeting the need for new homes;
- To facilitate the regeneration of Ripon;
- To identify the opportunities and constraints in attracting resources for the delivery of proposals;
- To identify opportunities that arise during the preparation of the plan for projects that will complement delivering the vision (some of which may be lead by Ripon City Council through the City Development Initiative).

**Introduction:**

5.8.2. The plan is required to promote sustainable development. In order to make best use of the opportunities for growth in Ripon it is important that the plan includes sustainable transport measures. These need to support the “meeting place” role of the city centre for residents, workers and visitors alike, addressing accessibility through walking, cycling and mobility enhancement, supporting alternatives to use of the private car.

5.8.3. There is good reason to promote the contribution that selective road projects could have for accessibility and environmental improvement. The North Yorkshire Local Transport Plan 4 (2016-2046) identifies Ripon as a priority area in which to address traffic congestion. Consultation revealed concerns about orbital traffic on the west of the city and traffic congestion in the city centre. The Plan suggests practical additions to the public highway network and how these may be delivered.

5.8.4. There are significant gaps in the footpath network that inhibit permeability within the city centre and outer areas. Some paths in established daily use are not definitive rights of way.

5.8.5. Restrictions imposed by the historic road pattern detract from re-allocating carriageway space to cycling. Ripon is on the “Way of the Roses” national cycle route and this is of economic importance for the city’s tourism sector. Off-road improvements appear necessary to enhance this route as well as making connections into it at Ripon from neighbouring tourist destinations, towns and villages as well as facilitating cycling to and from the city’s schools and employment areas. A cycling strategy for the Ripon area is to determine appropriate infrastructure.
5.8.6. It is important that new development takes into account the needs of those with impaired mobility.

5.8.7. Connections between Ripon and locations further away within the country and beyond are constrained through the lack of alternatives to private transport, both bus and rail. The Ripon, Harrogate and Leeds bus service is the only Key Bus Service Corridor within the district. Improvements to the Ripon and York corridor and between Ripon, Melmerby employment area and Thirsk Town and railway station are a priority.

5.8.8. Re-opening the railway through Ripon would further improve accessibility. NYCC Strategic Transport Priorities of 2015 identifies improving access to high speed and conventional rail. Support will be given to transport industry partners in provision of a new railway between West Yorkshire, Harrogate and the North. Should a new railway pass through the city (utilising such of the original route that may be suitable) a station close to the by-pass for public transport interchange and access to the city centre should be promoted.

5.8.9. These measures aim to promote sustainable transport within Ripon and support and encourage sustainable development. Accordingly,

**Policy G.1 - Proposed New Highways**

The Highway Authority is requested to investigate, in partnership with Ripon City Council, the district council, transport providers and local user groups, the feasibility, practicality and deliverability of new highways as shown on the Policies Map (and city centre inset map) suggested to improve circulation and accessibility, reduce congestion, improve air quality and facilitate public realm improvement having regard to the delivery opportunities contained in the plan, notably:

- incorporation of roads within the military estate into the public highway network to improve accessibility and reduce congestion in the city centre
- linking Mallorie Park Drive and Studley Road to reduce congestion in the city centre
- provision of an alternative highway to Low Skellgate and High Skellgate for air quality management and reduction of congestion
- and traffic management measures in the Spa Quarter and Cathedral Precinct to improve pedestrian and cycling circulation, reduce congestion and improve the public realm.

5.8.10. Other policies of particular significance to Proposed New Highways:

- Market Place Quarter (Policy C.1)
- Spa Quarter (Policy C.4)
- Clotherholme Regeneration Area (Policy B.3)
- Mallorie Park Drive / Studley Road (Policy B.5)
5.8.11. Designations/Boundaries to be shown on the Policies Map

- Investigate new highway

**Justification:**

5.8.12. The Highway Authority does not have any declared highway schemes within Ripon nor can this plan assume this responsibility. However, it can suggest how new highways can play a part in regeneration of the city and sustainable development. This would be by enabling vehicle traffic to use new roads where environmental benefits can be delivered, economic activity increased, bus service penetration accommodated and accessibility improved through removal and reduction of conflict with walkers and cyclists.

5.8.13. Traffic congestion to the west of the city centre arises from the lack of alternative routes for orbital traffic linking Kirkby Road, Clotherholme Road and Studley Road with B6265. This is exacerbated further by narrow carriageways, lack of pedestrian and cycling facilities in the historic streets and concerns for safety around schools. The Clotherholme Regeneration Area provides significant opportunities to improve orbital traffic by incorporation of military roads into the public highway network.

5.8.14. An opportunity to link radial roads by a new highway would be available following the relocation and redevelopment of the private sports fields used by the city’s football and rugby clubs. (Associated traffic management measures would deliver the full benefits of this approach.)

5.8.15. The Water Skellgate / High and Low Skellgate / Somerset Row junction is one of the worst locations in the district for poor air quality. Standing traffic is a significant contributor.

5.8.16. The plan is the means to draw attention to Ripon’s strategic highway issues and offers deliverable proposals for the Highway Authority to take forward.

### Policy G.2 - Footpaths and public rights of way

Footpaths shown on the proposals map and city centre inset map will be protected from disconnection by development proposals. Where such footpaths are not yet complete this will be encouraged in order to improve accessibility and permeability.

Developments that would result in the loss of, or harm to, the recreational and/or amenity value of an existing public right of way will not be permitted. Development proposals involving the diversion of a public right of way will only be permitted where the alternative route is convenient, attractive and equal to, or better quality than, the existing route.

5.8.17. Designations/Boundaries to be shown on the Policies Map

- Protected / proposed path
5.8.18. Walking is an essential part of sustainable transport. It is important for accessibility and for health. The character of Ripon, especially the city centre, includes footpaths, ginnels, courts and riverside paths. Relatively few of these are defined rights of way. The remainder being vulnerable to closure and it is important to provide a means of protection for these paths, especially where it is important to complete a route.

Policy G.3 - Cycling
Facilities for cyclists including storage and parking and the provision of cycle paths will be sought within development proposals.

Financial contributions will be sought toward the preparation and publication of a Ripon City cycle strategy and programme of works. This strategy will identify the location of off-road cycle paths and co-ordination and integration with measures to be provided within existing or new public highways.

5.8.19. Cycling is an essential part of sustainable transport for accessibility and health. It can be also a significant option for travelling to work or to school. Whilst many cycle routes are provided within the highway it is extremely likely that for routes of any length off-road cycle paths will be necessary. This is the case in Ripon where many routes into and across the city centre are restricted by the historic street pattern. There are important orbital routes, especially connecting employment areas and the secondary schools, that are not available to cyclists. The “Way of the Roses” recreational cycle route is totally dependent upon carriageways within the city boundary. A significant shift in cycling in Ripon needs better connectivity and off-road provision and this can be sought through incorporation in development proposals and bespoke projects supported by a comprehensive cycling strategy for the city (and its hinterland).

Policy G.4 - Mobility
Facilities for people with mobility impairment will be sought within development proposals including circulation, shelter and signage.

5.8.20. Whilst there are regulatory regimes that address disability it is important that sustainable development in Ripon is socially and economically inclusive seeking appropriate mobility provision wherever possible.

Policy G.5 - Railway Reinstatement
Support is given to the re-opening of the railway through Ripon in order to improve accessibility for passengers and provide an alternative to private transport. Owing to
5.8.21. Designations/Boundaries to be shown on the Policies Map

- Prospective railway station

**Justification:**

5.8.22. Reinstatement of the former railway line has been advocated for several years. Ripon is the largest town in Yorkshire without its own railway station and is ten miles from the nearest ones at Thirsk and Harrogate. This is a notable disadvantage is securing sustainable transport and sustainable development.

5.8.23. Some of the surviving track-bed is protected in the Harrogate district as a walking / cycling path although this is not continuous.

5.8.24. Recently, concern has been expressed for the resilience of the East Coast main line owing to the lack of a diversionary route between Northallerton and York. The reinstatement of the Northallerton – Ripon – Harrogate - Wetherby railway would provide an alternative route for East Coast rail freight, diverted traffic, as well as reinstatement of passenger services calling at Ripon. Currently, the NYCC Strategic Transport Priorities published in 2015 focused on the generality of access to high speed and conventional rail services and hubs without at this stage any promotion of options.

5.8.25. The plan recognises fully that this is a regional, if not national, infrastructure matter that needs to be pursued by the transport industry and partners. However, it is quite appropriate for the plan to advance the accessibility benefit for Ripon and its hinterland and to seek the need for general protection of such a route through the city by those with the competence and capability to do so.

*Extract of policies map relevant to this section of the plan to be added here in the final submission version.*
5.9. **Section H - Protecting the Environment and Our Heritage**

**Objectives:**

5.9.1. This section of the Plan contributes to the following objectives:

- To strengthen the city centre as the meeting place of choice for Ripon residents and visitors;
- To conserve and enhance the physical character and natural environment of Ripon and its setting through policies for the design of new development; encouragement of high quality contemporary architecture, delivery of public art and environmental improvement action;
- To contribute to meeting the need for new homes;
- To facilitate the regeneration of Ripon;
- To identify the opportunities and constraints in attracting resources for the delivery of proposals;
- To identify opportunities that arise during the preparation of the plan for projects that will complement delivering the vision (some of which may be lead by Ripon City Council through the City Development Initiative).

**Introduction:**

5.9.2. Policies in this section seek to protect Ripon’s natural and built environment assets. There is a well-developed general regulatory framework for many of these topics that the plan does not seek to replicate. Additionally, HBC has put in place several supplementary and advisory documents and guidelines which should be followed where these are proportionate. Bio- and geo-diversity and skyline protection policies are included in the initial section the plan’s policies owing to their over-arching nature. This section sets out more detailed policies that protect the riparian environment, aspects of design in the historic environment and control external lighting. Other policies address site specific environmental matters. The provision of public art is sought through appropriate development proposals.

5.9.3. Accordingly:

**Policy H.1 - River corridors**

Development proposals that border the city’s rivers will be required to demonstrate their environmental impact and the measures proposed to protect and enhance the river’s natural quality, character and public access.

**Justification:**

5.9.4. Initial consultation revealed the riverside as an important and threatened part of Ripon’s natural environment. The issue for these “blue” corridors is both the mitigation of foreseeable impacts of riparian development and a requirement for positive enhancement. Improvement of the network of riverside paths, action to protect
riverbank habitat and management of tree cover need to be considered in each development proposal.

**Policy H.2 - Built Heritage**

Proposals for new development within Ripon’s Conservation Areas will need to demonstrate a clear regard to the street scene, townscape and landscape in terms of scale, materials, enclosure, public realm and views. These should be of the highest architectural quality and exemplify the best of contemporary architectural aspiration and achievement; accordingly, they are not required to follow the architectural style or language of a previous era.

**Justification:**

5.9.5. Ripon has a substantial architectural heritage but one that has perhaps failed in recent times to live up to the challenges and opportunities of contemporary architecture. The desire to retain “local distinctiveness” is understood but this approach may be contributing to more traditional and conservative building style than should be expected of a vibrant city.

5.9.6. The Conservation Area Assessments for Ripon’s two conservation areas (City Centre and Bishopton) are comprehensive documents from which to draw the character and importance of each area. Guidance and case law are well developed upon which to base decisions regarding development in Conservation Areas and the alteration and extension of listed buildings and their setting.

5.9.7. This policy seeks both to protect the street scene of the Conservation Areas whilst discouraging pastiche design in favour of a more confident, contemporary and high quality approach to the design of buildings and public realm for the future.

**Policy H.3 - Landmark Building in Need of Revitalisation**

Proposals for the revitalisation of landmark buildings as shown on the Proposals Map and city centre inset map will be encouraged.

Where the property has significant and compelling adverse effects upon the environment, appropriate action will be taken under Planning legislation and, as appropriate, complementary regulatory codes.

5.9.8. Designations/Boundaries to be shown on the Policies Map

- Landmark Building in Need of Revitalisation

**Justification:**

5.9.9. The city’s townscape enjoys many attractive and significant buildings some of which unfortunately, despite their landmark prominence, are in poor repair and “at risk”. This
policy draws attention to landmark buildings at risk, the under use or condition of which is leading to further deterioration or, ultimately, future loss.

**Policy H.4 - Ripon Sewage Treatment Works**

Landscaping and other visual improvement measures will be required to screen development proposals at these premises owing to their location on the edge of a Special Landscape Area.

5.9.10. Designations/Boundaries to be shown on the Policies Map

- Ripon Sewage Treatment Works

**Justification:**

5.9.11. Associated with the riverside environment is the location of the sewage treatment works close to the Rivers Skell and Ure and the industrial appearance of the works is prominent on the edge of the city and the busy entrance route B6265. It is anticipated that Yorkshire Water may invest further in the works in the future and it is important that any visual impact is addressed. Good quality landscape and building design and other visual improvement measures will be required to screen development proposals at these premises owing to their location on the edge of a Special Landscape Area.

**Policy H.5 - Public Art**

Development proposals, as appropriate, will be expected to include public art on site or collectively with other proposals off-site. In the latter instance a financial contribution may be an appropriate alternative.

**Justification:**

5.9.12. Given Ripon’s attractive architectural heritage it is surprising that there is little in the way of art installations within the street scene and open spaces. The Market Place obelisk is an obvious exception and the statue to the first Marquis of Ripon in Spa Gardens is also significant owing to his family's contributions to the city and the Studley Royal estate. There is opportunity for further provision of public art and this was an outcome from early public consultation.

5.9.13. The Planning system is a recognised route to the provision of public art through the development process and this policy seeks consistent attention to its procurement. A strategy for the provision and delivery of public art is a complementary project of the plan. This should include guidance on the development thresholds appropriate for the provision of public art.

**Policy H.6 - External Lighting**

Proposals for external lighting will be assessed for their intensity, range and period of operation in order to prevent disproportionate affects upon visual amenity.
Justification:

5.9.14. Ripon sits on the edge of the countryside with several perimeter areas of the city comprising employment areas with extensive open storage and other parking areas. External lighting is provided on these sites to meet site security requirements but this can be obtrusive. Light pollution impacts upon the appearance of the city at night and its visibility within the nighttime countryside. Of particular importance to Ripon is the significant external lighting of the Cathedral. The lighting of perimeter sites can conflict with the quintessential view of the Cathedral towers soaring above the city.

5.9.15. This policy requires that applications for or including external lighting include an assessment of potential conflicts between external lighting and nighttime views of the illuminated Cathedral.

Policy H.7 - Temporary Screening of Sites and Buildings

Proposals for the development of vacant sites and buildings shall include measures for the provision of temporary screening to site perimeters and to window and external door openings of those buildings proposed for retention within the development.

Justification:

5.9.16. Recent experience in Ripon has shown the visual perils caused by delays in the commencement of development and the construction process itself, especially where the project is a conspicuous part of the street scene, when temporary screening is untidy and of poor quality. This policy demands good practice through consideration of temporary screening as part of the design process.

Extract of policies map relevant to this section of the plan to be added here in the final submission version.
5.10. **Section J - Planning Obligations**

**Objectives:**

5.10.1. This section of the Plan contributes to the following objectives:

- To strengthen the city centre as the meeting place of choice for Ripon residents and visitors;
- To improve accessibility within Ripon and beyond;
- To protect, and where appropriate allocate, sites for community purposes including health, leisure and recreational uses;
- To conserve and enhance the physical character of Ripon and its setting through policies for the design of new development; encouragement of high quality contemporary architecture, delivery of public art and environmental improvement action;
- To facilitate the regeneration of Ripon;
- To identify the opportunities and constraints in attracting resources for the delivery of proposals;
- To identify opportunities that arise during the preparation of the plan for projects that will complement delivering the vision (some of which may be lead by Ripon City Council through the City Development Initiative).

**Introduction:**

5.10.2. Development proposals may have impacts beyond the application site either of their own making or through cumulative impact with other proposals. Should it not be possible to control these impacts by planning conditions, applicants could be required to enter into agreement with the Local Planning Authority to mitigate such impacts or to contribute toward wider public benefit arising from the proposal.

5.10.3. There are district-wide requirements for contributions toward various items such as provision and maintenance of new open space facilities, additional school place provision and provision of affordable housing which may be secured through established procedures.

5.10.4. The identification of complementary projects through preparation of the plan provides evidence for the wider public benefit that may be delivered through Planning Agreements. (See Chapter 6.)

5.10.5. The Community Infrastructure Levy has yet to be introduced in the Harrogate district. As such time as CIL funds are earned, the city should be able to enjoy a distribution of such funds for wider public benefit.

5.10.6. Accordingly:
### Policy J.1 - Planning Obligations

Applicants for planning permission may be required to enter into Planning Agreements in order to mitigate the wider impacts of the development, the management of on-going elements of the proposals and the contribution to cumulative public benefit in the city as set out in a priority list of measures specific to the city of Ripon.

### Justification:

5.10.7. This policy sets out a range of measures specific to Ripon for which it may be appropriate to seek financial or other contributions through Planning Agreements. Such agreements should address as a priority the following measures arising from consultation:

- Strategies and plans for matters of public benefit e.g. sports development, cycling
- Provision of public art
- Public realm enhancement
- Investment in sustainable transport e.g. the costs of traffic regulation and highway measures related to the promotion of cycling and walking, revenue support for bus services
- Provision and maintenance of community facilities and environmental improvement, especially to support action through the voluntary sector.
6. City Development Initiative

6.1. Complementary projects

6.1.1. This plan is required to focus on presenting planning policies that will guide the future development of Ripon. However, it is allowed to include projects that would assist in delivering these policies.

6.1.2. Throughout the previous chapter proposals have been identified for complementary projects. These are projects that have been suggested through the public consultations and that relate to City Plan objectives. Sometimes it has been important to recognise that it is better to suggest direct action rather than suggest a policy that may not be effective. Some projects are required as part of the implementation of a policy e.g. a Regeneration Area masterplan, Cycling Strategy and Action Plan

6.1.3. The projects mentioned are:

**B. Growth and Regenerating Key Areas of the City**
- Bondgate Green Regeneration Area Masterplan
- Ure Bank Regeneration Area Masterplan
- Clotherholme Regeneration Area Masterplan

**C. Strengthening the City Centre**
- Victoria Grove Retail and Hotel development prospectus
- Market Place and Westgate Environmental Improvement Action Plan
- Kirkgate Yards Environmental Improvement Action Plan
- Car Park Improvement and Capacity Study
- Cathedral Precinct Masterplan
- Spa Gardens and Spa Park Environmental Improvement Action Plan
- City Centre Signage and Way Finding Strategy and Action Plan

**F. Enjoying Open Space and Providing Community Facilities**
- Arts and Culture Centre Viability Study
- Ripon Sports Development Strategy

**G. Connecting Ripon**
- Park and Ride Feasibility and Viability Study
- Public Paths Protection and Improvement Action Plan
- Cycling Strategy and Action Plan
- Railway Reinstatement Feasibility Study
- Bus Connectivity Improvement Plan
H. Protecting our Environment and Heritage

- Riverbank Habitat Improvement and Management Plan
- Local List of Undesignated Heritage Assets
- Public Art Strategy and Delivery Plan

6.1.4. A schedule of prospective partners, timing and content of each complementary project is currently being produced. A short description of each identified complementary project is outlined in Appendix E.
7. Monitoring and Review

7.1.1. A monitoring plan will be included in the Submission Draft Plan following a review of draft policies in the emerging Local Plan.
Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and deliver the sustainable development they need. Parishes and neighbourhood forums can use neighbourhood planning to:

- set planning policies through neighbourhood plans to determine decisions on planning applications; and
- grant planning permission through Neighbourhood Development Orders and Community Right to Build Orders for specific development which complies with the order.

Neighbourhood planning provides a powerful set of tools for local people to ensure that they get the right types of development for their community. The ambition of the neighbourhood should be aligned with the strategic needs and priorities of the wider local area. Neighbourhood plans must be in general conformity with the strategic policies of the Local Plan. To facilitate this, local planning authorities should set out clearly their strategic policies for the area and ensure that an up-to-date Local Plan is in place as quickly as possible. Neighbourhood plans should reflect these policies and neighbourhoods should plan positively to support them. Neighbourhood plans and orders should not promote less development than set out in the Local Plan or undermine its strategic policies.

Outside these strategic elements, neighbourhood plans will be able to shape and direct sustainable development in their area. Once a neighbourhood plan has demonstrated its general conformity with the strategic policies of the Local Plan and is brought into force, the policies it contains take precedence over existing non-strategic policies in the Local Plan for that neighbourhood, where they are in conflict. Local planning authorities should avoid duplicating planning processes for non-strategic policies where a neighbourhood plan is in preparation.
Appendix B – Ripon City Plan - Consultation Statement Summary
### Introduction

1. A separate draft Ripon City Plan Supporting Document: Consultation Statement has been produced. This provides a brief summary of the information presented in that document.

2. Following a meeting of five interested organisations (Ripon City Council, Greater Ripon Improvement Partnership, Ripon Chamber of Trade and Commerce, Ripon Civic Society and the Dean and Chapter of Ripon Cathedral) in the City in October 2011 a letter from the Mayor of Ripon was sent to Harrogate Borough Council to seek its support for the preparation of a Neighbourhood Plan for Ripon.

### The Governance Structure

3. The formal governance structure for producing a Neighbourhood Plan for Ripon comprises:

   **City Plan Committee:** comprising 6 members of Ripon City Council and up to 9 members of the public, selected for their knowledge and skills and with the same voting rights as the Councillors, has overseen all stages of the Ripon City Plan and the consultations. The City Council as lead organisation has strongly supported this City Plan as the City’s Plan and not the City Council’s plan.

   **City Plan Team:** set up to gather relevant evidence, write text for the consultations, organise the consultations, set up the focus group, prepare papers for the Committee, interview stakeholders for evidence and share thoughts, and write the plan documents. The City Plan Team meets regularly and individual members or smaller groups of members have additional meetings, and evidence gathering visits and discussions. The City Plan Team is led by the City Development Manager who has the City Plan as one of the main tasks of his role. Other members include two Councillors with particular skills, and ex Historic Buildings Officer, an ex-Conservation Planner and the former Head Planner of a large local authority.

### Starting Out – Neighbourhood Area Consultation (September to November 2012)

4. The first stage in developing the Ripon City Plan was to define the area which the plan was to cover. The proposal from the City Plan Team was for this to be the Parish boundary, which was submitted to Harrogate Borough Council (HBC), as the local planning authority, and between 28 September and 9 November 2012 HBC carried out a consultation on a proposed Neighbourhood Area for Ripon. On the 12 December 2012 HBC formally designated the Ripon Neighbourhood Area. Further details can be found in the consultation statement document and links to relevant documents can be found on the City Plan website (www.riponcityplan.com).

### Phase One – “How Could Ripon Be Better For You?” Consultation (April to June 2013)

5. The designation of the Neighbourhood Plan allowed the City Plan Team to begin the formal phases of development of the Plan. It was agreed to start the process with a 3-month community consultation called, “How Could Ripon Be Better For You?” which sought views in relation to six key themes:
• **Getting around** – transport
• **Earning and spending** – businesses and shops
• **Looking after Ripon** – environment
• **Healthy Ripon** – Community, voluntary and health
• **Living and learning** – homes and education
• **Meeting and greeting** – attractions

6. All responses were comprehensively analysed and categorized to establish the community’s views about the key issues and opportunities for the Ripon City Plan.

7. A number of respondents also to the consultation expressed an interest in getting involved and this group became a focus group for further discussion with during the development of the aspirations and priorities of the preliminary Draft Ripon City Plan. The first focus group meeting.

8. The first focus group meeting took place in September 2013 and included a presentation on the analysis of the consultation responses and an opportunity for further discussion. Further details can be found in the consultation statement document and links to relevant documents can be found on the City Plan website (www.riponcityplan.com).

9. The production of a Preliminary Draft Ripon City Plan started with all of the information collated above which was used to create a vision and objectives for the City Plan. This was published in December 2013 during a one-day drop-in session which provided an opportunity to test the emerging thinking of the team with the community.

10. Further work to refine this then took place in conjunction with the focus group in April 2014. This also allowed discussion around the level of change which the community would like to see and introduced the concepts of:

• **Ripon Regulated** – the baseline with the lead being taken by Harrogate Borough Council and North Yorkshire County Council,
• **Ripon Refreshed** – low level of change with the Ripon City Plan focusing on the regeneration of the city centre including actions for the City Development Initiative and definition of discrete quarters, regeneration areas outside the city centre, minimal allocation of sites for development and positive protection of environmental assets and corridors,
• **Ripon Renaissance** – moderate level of change with the Ripon City Plan guiding the opportunities presented at the military estate (at the time Claro Barracks had been identified for closure at the time but there was also the prospective release of Deverell Barracks) and addressing the issues of lack of employment land and buildings, housing, the need for playing fields and sports facilities, traffic circulation and other community facilities.
• **Ripon Repositioned** – high level of change with the Ripon City Plan taking a look at the contribution that the City may be able to offer to Harrogate Borough Council as it reviews its Local Plan Core Strategy”.

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**Phase Two – Preliminary Draft Ripon City Plan Consultation (September to November 2014)**

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**Phase Three – Final Draft Ripon City Plan Consultation (February to June 2015)**

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**Phase Four – Submission of Proposed Draft Ripon City Plan (July to November 2015)**
11. The preference of the focus group for the Ripon Renaissance level of change helped to shape the production of the preliminary draft Ripon City Plan.

12. The final focus group meeting in July 2014 provided a test of community feeling for the emerging draft preliminary Ripon City Plan and particularly some of the approaches that the City Plan Team felt could be contentious but on balance were appropriate for a long-term development strategy.

13. The Preliminary Draft Ripon City Plan was published in September 2014 for an 8-week consultation period until November. Overall, the approval rating was in excess of 90%. In addition to this overview, the City Plan Team also carried out a rigorous analysis and categorization of the comments made, in order to identify specific and popular issues. Further details can be found in the consultation statement document and links to relevant documents can be found on the City Plan website (www.riponcityplan.com).

Phase Three – Draft Ripon City Plan Consultation (September to October 2016)

14. As before all of the information from the previous consultation was used to inform this phase and a number of amendments have been made between the two consultations, as a result of community feedback, further evidence coming to light and further thinking by the City Plan Team.

15. In particular two issues have contributed to the long period between publication of the preliminary Draft Ripon City Plan and the Draft Ripon City Plan. These were the continued uncertainties around the Deverall and Claro barracks sites and the Ministry of Defence’s intentions in relation to their disposal, which began to become clearer earlier this year. Secondly it has been challenging to develop the Ripon City Plan in parallel with the new Harrogate District Local Plan as it has caused difficulties being in “general conformity with the strategic policies contained in the development plan” when this document is emerging too. This has particularly caused problems with having clear parameters for Ripon’s growth and housing need.

16. Nonetheless, the City Plan Team have persisted because of the continued belief of the need for a Neighbourhood Plan for Ripon to address local issues and opportunities.

17. The Draft Ripon City Plan was published for its statutory 6-weeks pre-submission consultation on Monday 19th September.

Further details will need to be added here in relation to the Draft Ripon City Plan consultation prior to submission.
Mission Statement

Our aim is to draw up a plan for the city of Ripon that will provide a framework for its physical change into the 2020s – making Ripon a better place.

Ripon will change, as does every place. We want the plan to provide the best opportunities for development, enhancing the city’s good points, protecting our unique and irreplaceable assets and grasping the chance to play a stronger role in our area of North Yorkshire.

We will invite your perceptions and ideas for what you want Ripon to become and will consult you as we reach important stages in drawing up the plan. After all, you will have to vote for the plan to be approved.

There will be things you suggest that would make Ripon a better place but which we may not be able to include. This is because the plan has to focus on policies and proposals for how land and buildings are used.

Some changes, for example, new traffic control measures, more regular environmental maintenance, different parking charges or frequency of bus services cannot be included. Others, such as provision of a new swimming pool or hospital, could be beyond what the plan can propose with confidence. We will try and find the best way to include them, record your concerns and do our best to get them taken on by other means. We will tell you what we have done.

Although our plan needs to be aware of what Harrogate Borough Council’s Local Plan says about the role of Ripon, we can put our local knowledge and understanding to good use in the policies and proposals we think should be included.

Ripon does not exist in isolation of its wider area of North Yorkshire although the plan is restricted to within the city boundary, So we will ensure that in preparing the plan we seek out information that will help make the city better for its neighbours and visitors as well as its residents and businesses.
Appendix D – Ripon City Plan - Objectives and Sub-Objectives
1. **To strengthen the city centre as the meeting place of choice for Ripon residents and visitors:**
   - reviewing the use and design of the Market Place and its facilities
   - promoting highway improvements that redirect vehicular traffic away from the Market Place
   - promoting uses that support the creation of an evening economy
   - designating “quarters” to promote cultural and leisure destinations
   - reviewing the desirability of protecting shops from other city centre uses
   - identifying replacement and/or additional sites for car and coach parking

2. **To improve accessibility within Ripon and beyond:**
   - designating safe pedestrian routes and cycleways that assist connecting the urban villages of the city, the city centre and beyond
   - promoting access for all
   - promoting a sustainable network of local bus services within the city and beyond (including to York and Thirsk)
   - setting out an approach for reinstatement of the railway through Ripon

3. **To protect, and where appropriate allocate, sites for community purposes including health, leisure and recreational uses:**
   - the hospital and associated primary care facilities
   - public open space / amenity space
   - playing fields
   - swimming pool
   - environmental corridors (green/blue)

4. **To conserve and enhance the physical character of Ripon and its setting through policies for the design of new development; encouragement of high quality contemporary architecture, delivery of public art and environmental improvement action:**
   - impact of the World Heritage Site Buffer Zone
   - city centre environmental action areas e.g. Kirkgate
   - assess HBC Design Policies and Conservation Area Assessments

5. **To contribute to meeting the need for new homes:**
   - allocate sites for housing
   - promote windfall housing opportunities
### 6. To facilitate the regeneration of Ripon:

- designating mixed use areas
- designating a Cathedral Precinct
- providing tourist accommodation
- providing a strategic basis for the redevelopment of the military estate including the requirement for master planning a new urban village, sustainable energy, the provision of workspace, affordable and market housing, recreation, education and community facilities (including retail as appropriate), transport networks (including walking and cycling networks, local bus services and highways) and a high quality environment and public realm
- allocating sites for employment and training

### 7. To identify the opportunities and constraints in attracting resources for the delivery of proposals:

- identify where funding programmes are available or may come available
- consider the infrastructure requirements of Ripon’s regeneration and development

### 8. To identify opportunities that arise during the preparation of the plan for projects that will complement delivering the vision (some of which may be lead by Ripon City Council through the City Development Initiative):

- influence the strategies of others for making Ripon a better place
- work with partners to achieve positive change and improvement in the management and operation of the city
- develop projects that improve the city for residents and visitors, neighbours and businesses
Appendix E – Ripon City Plan - Complementary Projects
Whilst developing the draft Ripon City Plan, a number of specific projects have been identified which would also help to achieve the vision and aspiration for the City. These are presented below with a brief description of the scope. Further work is underway to identify the partners who may wish to be involved, potential funding and the timescales and priorities for delivery.

**Section B - Growth and Regenerating Key Areas of the City**

**Project B.1 – Bondgate Green Regeneration Area Masterplan**

Produce a masterplan for Bondgate Green to include proposing sites for housing, employment and leisure purposes (including a hotel and associated developments), environmental improvement works to the riverside and improving the integration of the canal and river.

**Project B.2 – Ure Bank Regeneration Area Masterplan**

Produce a masterplan for Ure Bank including identifying opportunities for new business space on vacant, derelict and under-utilised land and premises and carrying out feasibility study to identify the potential opportunities for revitalisations of the Maltings and other redundant buildings. Also consider environmental enhancements at a key gateway into the city.

**Project B.3 – Clitherholme Regeneration Area Masterplan**

Produce a masterplan for Clitherholme to include proposing sites for housing, employment and community facilities, environmental improvement works and consideration of solutions to the highways issues.

This should include a feasibility study into the establishment of a multi-disciplinary sports village to address the identified shortage of pitches and facilities in the city (also see project F.2).

**Section C - Strengthening the City Centre**

**Project C.1 – Victoria Grove Retail & Hotel Development**

Develop an investment prospectus and adopt a pro-active approach to land assembly and to seeking a development partner for new retail development at Victoria Grove.

**Project C.2 – Market Place and Westgate Environmental Improvement Action Plan**

Produce and implement an environmental action plan to improve Market Place and Westgate.
Project C.3 – Kirkgate Yards Environmental Improvement Action Plan
Produce and implement an environmental action plan for land and buildings rear of Kirkgate including the vacant and derelict former maltings premises.

Project C.4 – Car Park Improvement and Capacity Study
Carry out a feasibility study to identify ways to increase the car parking capacity and improving the quality and experience of Cathedral / St. Marygate car parks as a gateway arrival point.

Project C.5 – Cathedral Precinct Masterplan
Produce a masterplan for the Cathedral Precinct to include an environmental action plan. (Ripon Cathedral to lead and work has commenced).

Project C.6 – Spa Gardens and Spa Park Environmental Improvement Action Plan
Produce and implement an action plan for the integration of Spa Gardens and Spa Park and viable and sustainable proposals for the cultural use of the front range of the Spa Baths.

Project C.7 – City Centre Signage and Way Finding Strategy and Action Plan
Produce and implement a street furniture, signage and way-finding strategy for the city centre.

Section F - Enjoying Open Space and Providing Community Facilities

Project F.1 – Arts and Culture Centre Viability Study
Carry out a feasibility study to identify the demand and requirements for performing arts space within the city and the potential locations where this could be provided as a sustainable development.

Project F.2 – Ripon Sports Development Strategy
Produce and implement a sports development strategy which seeks to address the shortage of playing pitches and identifies opportunities to enhance the range of sports on offer in the city and the capacity to participate.
Section G - Connecting Ripon

Project G.1 – Park and Ride Feasibility and Viability Study
Carry out a feasibility study to establish the viability of a park and ride scheme for the City including identifying potential locations and funding models.

Project G.2 – Connected City Action Plan
Produce and implement an action plan for the protection and improvement of public paths around the city to enhance connectivity.

Project G.3 – Cycling Strategy and Action Plan
Produce and implement a cycling strategy and action plan to improve connectivity for residents, and taking advantage of the Way of the Roses and legacy of the Tour de France route for attracting visitors and tourists.

Project G.4 – Railway Reinstatement Feasibility Study
Carry out a feasibility study to ascertain the costs and viability of the reinstatement of a railway to Ripon (in conjunction with other communities that would also benefit from this).

Project G.5 – Bus Connectivity Improvement Plan
Develop proposals for the improvement of the current bus services to benefit those residents less well connected with the city centre.

Section H - Protecting our Environment and Heritage

Project H.1 – Riverbank Habitat Improvement and Management Plan
Develop and implement a riverbank habitat improvement and management plan to enhance the quality, character and accessibility to the river corridors.
### Project H.2 – Local List of Undesignated Heritage Assets

Develop a “local list” of undesignated heritage assets to help preserve the character of Ripon and provide clarity about what the community values.

### Project H.3 – Public Art Strategy and Delivery Plan

Produce and implement a strategy and delivery plan for public art throughout the city.