

# Hutton Bank

RIPON, NORTH YORKSHIRE

## Design & Access Statement

On behalf of Frontline Estates to support an outline planning application for the erection of 43 no. dwellings.



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## 1.0 Introduction

- 1.1 Site Areas
- 1.2 Proposed Development

## 2.0 The Site

- 2.1 Location & Setting
- 2.2 Site Characteristics
- 2.3 Existing Routes & Access
- 2.4 Vegetation & Boundary Treatments
- 2.5 Existing Landscape & Topography
- 2.6 Immediate Surroundings & Uses
- 2.7 Precedents

## 3.0 Scheme Design

- 3.1 Project Brief
- 3.2 Proposed Site Layout
- 3.3 Proposed Access
- 3.4 Design & Visibility Splays
- 3.5 Access into Dwellings
- 3.6 Parking Provision
- 3.7 Private & Public Spaces
- 3.8 Crime & Prevention

## 4.0 Type & Quantity of Development

- 4.1 Proposed Housing Mix

## 5.0 Scale & Appearance

- 5.1 Local character
- 5.2 Elevations
- 5.3 Amenity
- 5.4 Materiality

## 6.0 Access & Accessibility

- 6.1 Access by Road
- 6.2 Access by Air
- 6.3 Access by Bus
- 6.4 Access by Train
- 6.5 Access to Education
- 6.6 Defined Retail Centres
- 6.7 Access to Other Facilities

## 7.0 Landscaping

- 7.1 Protection During Construction

## 8.0 Design Process & Planning Considerations

- 8.1 Local Planning Policy
- 8.2 National Planning Policy Framework
- 8.3 How Does the Proposal Address the Framework?

## 9.0 Conclusions

## 10.0 Appendix

- 10.1 Site Location Plan
- 10.2 Proposed Site Layout



## 1.0 Introduction

This statement has been prepared on behalf of Frontline Estates to support the full application submission of a 43 no. unit residential development located off of Hutton Bank, Ripon, in the Borough of Harrogate, North Yorkshire.

This document provides background information on the matters considered in formulating the design, and explains parts of the development in relation to the site's surrounding areas.

### 1.1 Site Areas

The site is approximately 3.426 acres or 1.386 hectares.

### 1.2 Proposed Development

The proposed development is for 43 no. dwelling houses. There are 6 no. house types, which are a mix of mews, semi-detached, and detached style dwellings.

The scheme boasts a mix of layout variations to give the street scene character and to offer choice to the end-user.



Indicative Site Location Illustration N.T.S.

## 2.0 The Site

This Section sets out the wider location and setting of the site within its strategic context and should be read in conjunction with the Site Location Plan and Proposed Layout Plan.

### 2.1 Location & Setting

The site is to the North-Eastern edge of Ripon, just to the North of the River Ure crossing from North Road to Hutton Bank, which sits parallel to the A61 Hutton Bank.

### 2.2 Site Characteristics

The site is currently mixed-use brownfield land, and features a number of disused out-buildings and structures, along with a number of various ground surfaces, with existing tarmac, gravel, and paddocked sections. Additionally, there is a former residential dwelling adjacent to the Hutton Bank boundary, which has most recently been in use as a hand car wash and associated forecourt.

### 2.3 Existing Routes & Access

There is currently existing vehicular access to the site located along the South Eastern boundary off of Hutton Bank, with an access road running through to the North of the site. In addition, there is existing access onto a hard-surfaced area adjacent to the existing former residential dwelling off of Hutton Bank. Both existing access points are gated.

### 2.4 Vegetation & Boundary Treatments

Along the boundary with Hutton Bank there is existing low-level intermittent walling, with a wooden fence set above on the lands incline, which is in a state of disrepair. Additionally, within the site, and

along the existing primary access/access route within the site, are sections of wired and metal fencing.

To the Western boundary is an existing red brick wall which runs adjacent to Station Drive from the junction with Ure Bank running North.

Wired fencing can be found along the Eastern Boundary with the Ripon Land Rover site.

To the North of the site there is a number of established trees and foliage within an existing landscape buffer, much of which is overgrown.

## 2.5 Existing Landscape & Topography

The site is currently designated as brownfield, with a number of existing outbuildings and structures, along with 1 no. existing disused former dwelling structure, set within approximately 3.4 acres of land.

The existing landscape comprises of a number of distinct surface areas, with rough land to the South-Western quadrant of the site, tarmac to the Northern portion of the site, with established foliage and rough land along the Northern boundary, and concrete to the South-East quadrant adjacent to the boundary with Hutton Bank.

There are smaller sections of grassed land and gravelled areas throughout the site, and a tarmaced access road running from Hutton Bank to the centre of the site and the existing tarmaced area in the North.

The site's topography has an approximate fall of 6.2 metres from North to South, across the site.

There is a fairly steep embankment running along the Eastern boundary, which borders the Ripon Land Rover site, and provides a buffer between the site and its neighbour.

## 2.6 Immediate Surroundings

The site is bound by the Ripon Land Rover site to the North-East, Hutton Bank to the South, and existing residential dwellings to the West which are situated along Station Drive.

Further afield to the North-East is a large swathe of agricultural land.

Beyond the Residential dwellings to the West and North-West of the site are a number of commercial and light industrial units, beyond which a large caravan park is situated.

South of the site are a number of smaller agricultural fields which bound the junction with the A61 Hutton Bank and the banks of the River Ure.





## Adjacent Residential Properties



Existing Dwellings Located on Station Drive, Adjacent to the Western Boundary



Existing Dwellings Located to Station Drive, Adjacent to the Western Boundary



Existing Dwellings on Station Drive, Adjacent to the North of the Site



Existing Structure Located on Hutton Bank, Adjacent to the Eastern Boundary





Existing Property Precedent Example Locations N.T.S.



## 2.7 Precedents

Ripon has a varied range of dwellings, ranging from a number of styles of terraced dwelling, from 2 to 3 storey cottage and mews style homes to the more historic rows of residential properties, to more modern semi-detached, detached, and a smaller number of bungalows. The architectural style and character of the older properties is very typical of the North Yorkshire location, however the materiality is predominantly red brick rather than stone, as seen elsewhere in the county.

Within the immediate vicinity of the site there is an even mix of historic dwellings and more modern constructions, with house types immediately adjacent to the site being a mix of detached, semi-detached, and terraced forms, and the larger historic properties following a mews character and layout along the river bank. The adjacent properties are built with a mix of multi red brick and red brick, with brick coursed details, and a mix of grey or brown roof tiles. The dwellings also feature some layered facades, with the additions of a number of bay windows, recessed entryways with porch style cover, and adjoining garages set back from the property line. They are predominantly 2 storeys in height.

Marginally further afield towards the river, situated along Ure Bank and Ure Terrace the older properties have a much larger scale, and are predominantly 2 to 2.5 storeys in height, set above terraced frontages along the river bank. The scale and detailing on the historic properties is grand in style and character. The materials however are very similar, with red brick being the dominant building material. Some smaller rows of terraces exist along Ure Bank Top, and are predominantly 2 storey white rendered terraced cottages.

Beyond the River Ure located in the Northern portion of Ripon there is a wide variety of housing styles, with the more traditional large-scale terraces situated along North Road heading towards the centre of Ripon, to smaller traditional cottages and rows in the adjacent minor streets and

lanes. In amongst the older dwellings of Ripon there are a number of modern bungalows and detached properties in various styles and materials.



Station Drive, to the North-West of the Site



Station Close, to the North-West of the Site





Station Drive, North-West of the Site



Ure Bank, South-West of the Site



Ure Bank Terrace, West of the Site



Ure Bank Terrace, West of the Site





Meadow Spring Bank, South-West of the Site



Bridge View Road, South of the Site



Robinson Court, South-West of the Site



Spring Bank Road, South of the Site





North Road, South of the Site



North Road, South of the Site



North Road, South of the Site



Sharow Lane, South-East of the Site



## 3.0 Scheme Design

### 3.1 Project Brief

The project brief by Frontline Estates was to accommodate an appropriate level of development whilst considering the site's constraints and opportunities within the existing context.

### 3.2 Proposed Site Layout

The proposed site layout utilises the existing access road into the site to create the primary access road, with added offshoots devolving into a private road hierarchy, with plot orientation based around these offshoots, in a predominantly inward-looking formation towards the individual cul-de-sacs. There is also a smaller number of units oriented towards the primary access road within the site.

The orientation of the plots ensures an appropriate relationship to the road hierarchy within the site, creating the proposed street scape, and providing natural surveillance across the site.

There is no direct orientation proposed towards Hutton Bank, however 2 no. private access roads accessed directly from Hutton Bank provide access to 9 no. proposed dwellings, which are oriented towards these separate access roads, set back from the highway, providing some outward looking orientation. This had been designed in such a way so as to create a suitable level of development within the site, in part due to the triangular nature of the site. The additional access points will also act to reduce traffic along the main access road.

A small area of public open space has been proposed for the South-West corner of the site, adjacent to the Junction of Hutton Bank and Ure Bank.

The proposed development accommodates appropriate separation distances from existing plots both adjacent to the site boundaries and within the proposed development itself, to limit overlooking and maintain private amenity.



Indicative Proposed Site Layout N.T.S.



### 3.3 Proposed Access

Three points of access have been proposed into the site off of Hutton Bank at approximately equidistant points. The primary access is proposed to site approximately half way along the Hutton Bank boundary, utilising the existing site access road, and will run from the entrance point through to the North of the site, extending the reach of the existing access road.

The secondary access points are proposed to the East and the West of the Hutton Bank boundary, leading directly onto private access roads.

### 3.4 Design & Visibility Splays

The proposed scheme seeks to emulate existing vehicular access at the main access point, and therefore meet visibility splay requirements in terms of vehicular access onto Hutton Bank from the proposed site. A further 2 no. smaller access points are set at appropriate distances along the Hutton Bank boundary, and will also meet visibility splay requirements. The proposed design also accommodates pedestrian visibility along the proposed private roads in relation to private drives within the site itself.

### 3.5 Access into Dwellings

Gradients leading to dwellings will be designed in accordance with Part M of the Building Regulations and all plots include an allowance for a minimum 900 x 1200mm level access to the main entrance.



Existing Site Access to Existing Access Road Situated on Hutton Bank



View South along Back Lane from the Proposed Site

### 3.6 Parking Provision

Parking provision has been allocated at 200% plus garage, with the majority of parking in the form of a private driveway or parking space for each dwelling.

### 3.7 Private and Public Spaces

Solid design methodologies have been adapted concerning the design of public and private space. An area of public open space is proposed to the South-West corner of the site, providing a natural buffer of open space between the proposed dwellings and an existing electrical sub-station that sits to the South-Western corner of the site, adjacent to the boundary.

The public space and road infrastructure devolve gradually through the site in a northerly direction, eventually into private spaces within property curtilages. The clearly defined front gardens provide an open frontage of defensible space whilst the private amenity to the rear of properties is clearly defined through the use of timber fencing.

A diverse 'soft scape' together with elevational features will create interest within the street scene.

### 3.8 Crime & Prevention

Prevention of crime has been taken into consideration in the formulation of the layout design, with defined frontages of defensible space throughout the scheme, and sightlines towards the relevant routes within the site, with a cul-de-sac hierarchy creating a one way in one way out methodology to the vehicular access routes.

The security of the rear gardens is proposed using fencing to create either a land lock of rear gardens or a secure boundary to the edges of the site, or existing neighbouring dwellings.

## 4.0 Type & Quantity of Development

### 4.1 Housing Mix

The proposal will provide 43 no. dwelling houses utilising 6 no. different property styles consisting of mews style terraced dwellings, semi-detached, and detached units. The proposed mix is comprised of 2 no. 2 bed dwellings, 35 no. 3 bed dwellings, and 6 no. 4 bed dwellings. A number of proposed dwellings will also include either a detached or adjoining single garage.

The site has been designed to be policy compliant, subject to VBC and viability, with 40% of the mix allocated as affordable tenure, comprising of 2 no. 1/2 bed dwellings, 9 no. 2 bed dwellings, and 6 no. 3 bed dwellings.

## 5.0 Scale & Appearance

### 5.1 Local Character

Within the immediate surrounding area there are a range of housing styles, with the nearest existing residential dwellings located to the West of the site, positioned on and above the bank of the River Ure and along Station Drive adjacent to the West of the site. The predominate surface finish of the immediate surrounding area is red brick, with brown or grey roof tiles. There are a smaller number of white rendered properties within the immediate surroundings, which are smaller in scale terraced cottage style dwellings. The scale of the surrounding area tends to be a mix of 2 and 2.5 storey dwellings, with the character of the older structures being typical of the style of population centres within the Borough of



Harrogate, with intricate and grand details apparent on many of the historic structures within Ripon.

Within the immediate area there are a number of low-level stone wall boundaries along the highways and pavements, and a smaller number of red brick retaining walls built into the embankment style topography of the surrounds, both adding to the character of the immediate area.

## 5.2 Elevations

Careful consideration has been given to the arrangement of the varying properties to ensure visual diversity and interest is achieved through the architectural form, the street-scape and roof-scape.

All proposed elevations consist of two storey detached dwellings with pitched roof lines in keeping with the existing theme within the immediate locality. Additional features such as swept brick heads, soldier courses and corbeling at eaves level combine to create visually engaging elevations while establishing a sense of identity for the development itself.

The proposed elevations therefore complement and enhance much of the surrounding area in terms of form, scale and materiality, with proposed additional detailing to further enhance the proposed streetscape.



Indicative House Type Design, Illustrating Elevational Treatments N.T.S

### 5.3 Amenity

The proposed layout seeks to maintain the private amenity of neighbouring properties with particular care given to the properties located to the Western edges of the site. Private amenity is provided through secure rear gardens.

### 5.4 Materiality

The chosen materiality of the proposed site is intended to both reflect and complement the existing historical and more recently constructed brick dwellings within Ripon and the immediate surrounding around to the South-West of the site. Feature brick detailing will be used within the design of the various house types to further enhance the character of the proposed site along with window styling reflective of the local area.

The issue of an appropriate palette of materials has been considered, most specifically in respect to the site's main road frontage, and the intention is to ensure the continued use of suitable materials, reflecting the existing character of the local area.



GROVE ORANGE  
MULTI



GREY ROOF TILE



BAMFORD BLEND



NATURAL RED  
ROOF TILE

\*ARCHITECTURAL DETAILING TO BE DESIGNED TO REFLECT THOSE SEEN IN THE SURROUNDING LOCAL VERNACULAR.





NORTH TO SOUTH SITE SECTION



STREET SCENE SECTION ALONG HUTTON BANK



EAST TO WEST SITE SECTION ADJACENT TO PLOT 18 AND 31

Indicative Street Scenes N.T.S

## 6.0 Access & Accessibility

### 6.1 Access by Road

Situated to the North-Eastern edge of Ripon the site is located immediately to the West of the A61 Hutton Bank, which follows on from the Ripon-by-Pass once it has crossed the River Ure. The A61 by-passes Ripon to the East, and leads to Harrogate in the South and to Junction 50 of the A1(M) when heading North, after which it leads to the town of Thirsk.

The A1(M) is approximately 3.8 miles by road from the site. The site is approximately 0.9 miles by road to the centre of Ripon and 12.5 miles by road to the centre of Harrogate. Further afield the site is approximately 26 miles from the centre of York and 11 miles from the centre of Thirsk.

### 6.2 Access by Air

Leeds Bradford Airport is the nearest to the site, sitting approximately 23.4 miles from the site by road, at a travel time of approximately 48 minutes.

### 6.3 Access by Bus

Bus services can be accessed via stops located just under 500ft from the site, located on Sharow Lane just to the South of the site along Hutton Bank. Services run regularly between Northallerton, Melmerby, and York, to Ripon and Harrogate.

### 6.4 Access by Train

The nearest train station can be found in Thirsk, approximately 9.6 miles from the site by road, which is served by Transpennine and Grand Central,

with regular scheduled trains to Middlesbrough, Sunderland, Manchester stations, and London Kings Cross.

### 6.5 Access to Education

The surrounding area of Ripon has good access to education, with 5 no. primary, infant, and junior schools all situated within a mile of the site, the nearest being approximately 0.8 miles from the site in the nearby village of Sharow, just beyond the A61 Hutton Bank junction to the South-East of the site.

Further afield within Ripon both Ripon Grammar School and Outwood Academy provide secondary education facilities, both under 2 miles from the proposed site.

### 6.6 Defined Retail Centres

The cathedral city of Ripon's centre is located approximately 0.8 miles from the proposed site is the nearest and most comprehensive retail centre, offering a number of high-street and independent retailers, alongside a number of food and drink outlets, and leisure facilities. Ripon also features the nearest access to a Post Office and high street banks.

To the centre of the town is the majority of the high street branded stores and the supermarket 'Booths'.

Located approximately 0.6 miles from the site, on the northern outskirts of Ripon there is an Aldi store, and alternatively to the South of Ripon, approximately 2 miles from the site, or 2.5 miles when travelling via the A61, is a larger Morrisons Supermarket.

Further afield in Thirsk, itself a market town, is a Tesco Superstore, approximately 11 miles from the proposed site.



Larger retail centres also exist in Harrogate and Leeds, both extremely popular cultural and shopping destinations, easily accessible by both road and train.

## 6.7 Access to Other Facilities

As well as being ideally located for access to the Yorkshire Dales and North York Moors national parks, Ripon is also situated within easy reach of a number of leisure facilities. Lightwater Valley, Ripon Races, Ripon Cathedral, Ripon Rugby and Cricket Clubs, Brimham Rocks, and Fountains Abbey, to name but a few are just a short distance from the site. Ripon City Golf Club is also located just to the North-West of the site.

Ripon also features a leisure centre and cinema within its locality, as well as providing emergency services for the area with the Ripon Community Hospital, and Police and Fire Stations located within the Cathedral City.



Indicative Access & Accessibility Diagram N.T.S



## 7.0 Landscaping

### 7.1 Protection During Construction

Any existing trees to be retained will be appropriately protected during construction with all necessary precautions taken.

## 8.0 Planning Considerations & Design Process

### 8.1 Local Planning Policy

To ensure the production of a high-quality design that takes on board Planning Policy and site specifics, a thorough examination of the physical limitations and constraints of the site and its wider surroundings has been undertaken, identifying any potential design opportunities. These have been detailed through a series of context, appraisal and concept sketches in accordance with guidelines set out in 'Successful Place – A Guide to Sustainable Housing Layout and Design'.

Additionally, the requirements of the Borough of Harrogate – Local Plan for the area as well as national planning context and policy, and the Ripon Conservation Area Appraisal, have been considered.

### 8.2 National Planning Policy Framework

The National Planning Policy Framework sets out the Government's planning policies for England and requirements for the planning system with the main goal of 'achieving sustainable development'.

The Framework sets out 12 core land-use planning principles amongst which it states that planning should:

- Not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve places in which people live.
- Proactively drive and support sustainable economic development to deliver homes, businesses and infrastructure.
- Seek to secure high-quality design and a good standard of amenity.
- Encourages the effective use of land by reusing previously developed (brownfield) land.
- Effectively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

### 8.3 How Does the Proposal Address the Framework?

The proposed development will reinvigorate a site which is currently in a state of disrepair, and extend the existing residential stock available to the North of Ripon. The site's location benefits from access to public transport services within close proximity and is easily accessible whether walking or cycling, and is ideally located for a resident's commute to larger population centres within the area such as Ripon itself, Thirsk, and Harrogate, with easy access to the wider road network providing transport links to major population centres further afield. The proposal will enhance the housing provision within the local area, providing dwellings in keeping with the local character.

## 9.0 Conclusions

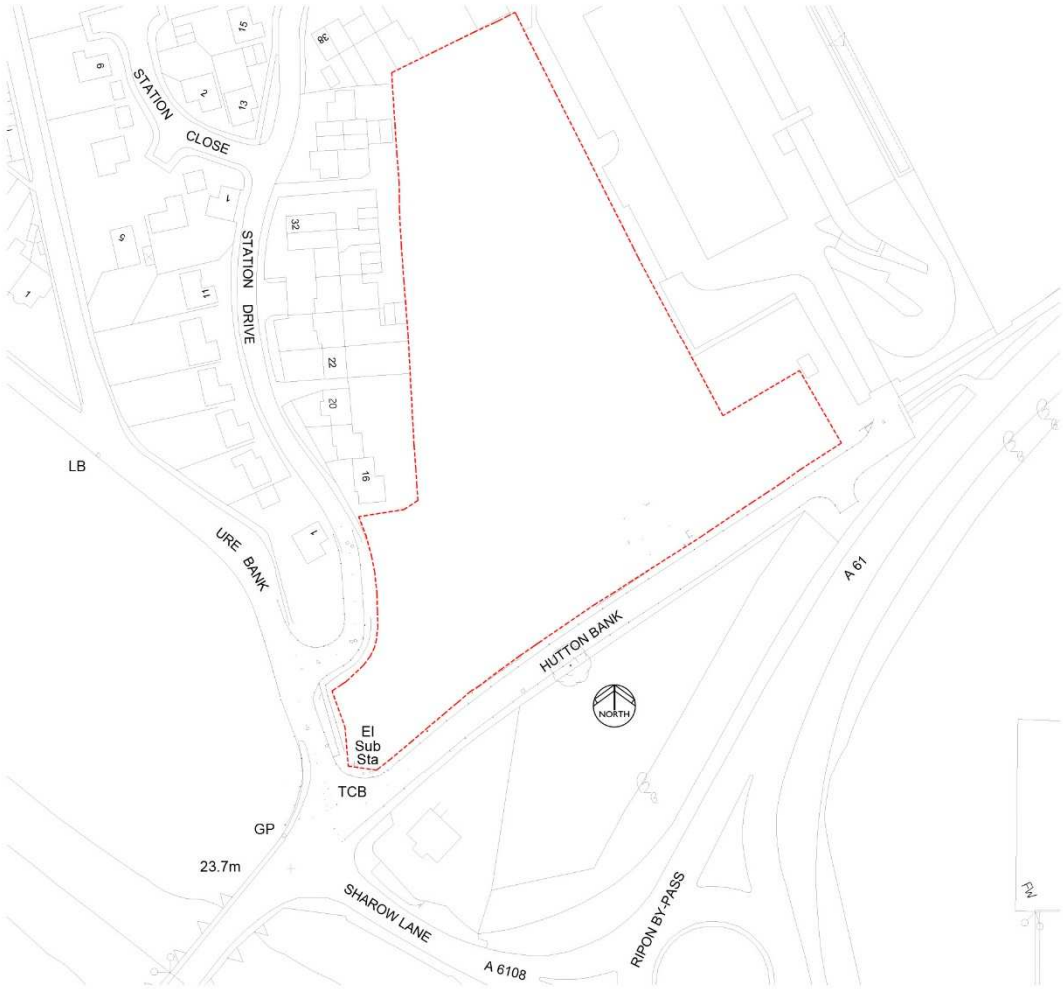
It is considered that the proposed scheme meets the requirements of the brief, and both national and local planning policy and guidance, for the following reasons:

- The proposed development is wholly compatible in terms of national and local planning policy;
- The utilisation of the plot area to its full potential, providing increased provision whilst avoiding urban sprawl.
- The design of the site is in keeping with the local character of the Northern edge of Ripon, enhancing the aesthetic of the outskirts of the locale.
- Careful consideration has been given to the location of new dwellings in relation to security but particularly privacy design standards and distances.



10.0 Appendix

10.1 Site Location Plan N.T.S.




Hutton Bank, **RIPON**

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PLANNING

subject to structural review

subject to accurate measured survey

revision		date	comment	drawn
project PROPOSED RESIDENTIAL HUTTON BANK, RIPON				
client FRONTLINE ESTATES				
title LOCATION PLAN				
date 18.10.18	scale 1:250 @ A3	drawn DR	checked	
drawing number 3081-LOCATION		checked		
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10.2 Proposed Site Layout N.T.S.



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