

**Appendix 7 : Comparisons between Harrogate Borough Councils Core Strategy (adopted 2009) and Harrogate District Sites and Policies DPD (currently the subject of consultation)**

Core Strategy	Sites and Policies DPD
<p><b>Settlement growth Core Objectives</b></p>	
<p><b>Objective 1</b> – To distribute the District’s housing development broadly in proportion to each settlement’s or area’s need for affordable housing (Policies SG1/SG2)</p>	<p>The proposal is for 56 new homes, 50% of which are to be affordable. In recent years there has been considerable development in Hampsthwaite</p> <ul style="list-style-type: none"> <li>- 19 houses on St Thomas a Becket walk ( 8 of which are affordable)</li> <li>- 10 affordable homes on Cruet Fold</li> <li>- 11 houses Dawson’s Court/Dale Close</li> </ul> <p>There are currently 23 properties for sale in the village with prices ranging from £174,950 - £1.1million</p> <p>A housing survey carried out in 2006 identified the need for 10 – 12 two and three bedroom dwellings /affordable homes this need has been more than met with the recent developments.</p>
<p><b>Objective 2</b> – To seek the use of appropriate previously developed land within the District’s six largest settlements in preference to developing greenfield land (policies SG1/SG\$)</p>	<p>The area to the south of Brookfield that Harrogate Borough Council are seeking to include in the DPD is currently greenfield agricultural pasture land. Development on this site would expand the development area of the village and take away significant areas of open countryside contrary to the spatial vision and headline outcomes of the RSS and Policy H2/B1 which requires local planning authorities to prioritise housing development on previously developed brownfield land and through conversions of existing buildings.</p>
<p><b>Objective 3</b> – Subject to the provision of appropriate traffic management and new infrastructure, to focus the District’s growth in the town of Harrogate</p> <p>This paragraph from the Core Strategy acknowledges the fact that due to the popularity of Harrogate as a tourist destination and the range of jobs, schools etc means “.....these roles combined with high car ownership and limited road capacity, bring with them problems of traffic congestion”</p>	<p>The proposed site for 56 houses to the south of Hampsthwaite could potentially show an increase of 112+ cars accessing or egressing the village during peak hours. Many of these vehicles would need to access Harrogate for the jobs and services provided there. The way into Harrogate from Hampsthwaite is via the notoriously congested Ripon and Skipton Roads. The Skipton road has recently been identified as No2 in the Top 10 most congested roads in the UK outside London, with an average journey speed of 1.5mph.</p> <p>In the ‘Preferred Options Sites – Hampsthwaite’ Document under Traffic issues – the statement “Access can be made to the ‘Brookfield’ estate on either Brookfield, Brookfield Garth or Brookfield Crescent’ this statement is misleading as it fails to identify that the only ways to gain access / egress to ‘Brookfield’ is via the junctions of Dale Close and Hollins Lane. Most of the traffic uses the Brookfield/Hollins Lane junction which is closer to Harrogate. The visibility at both junctions is below standard which can give rise to potential accident situations, particularly at the Brookfield junction where vehicles approaching along Hollins Lane enter the village</p>

	<p>on a downhill length of road. Trips generated by the proposed development would have to use the same junctions, increasing forecast traffic flows on Brookfield which in turn would raise the accident potential without necessary junction improvements. In addition Hollins Lane, and other roads in the village are in a constant state of disrepair, an increase in traffic flow would only serve to cause additional damage to roads that NYCC are unable to maintain. In the objection to the Tay Homes application for development of 65 homes on this site in 1984 the inspector states “<i>the centre of the village is small .....I believe that the possible addition of not only 150 - 200 people but also the additional vehicular traffic generated by this increase would impose a social and physical strain on the village and would have a seriously adverse effect on the environment in the centre of Hampsthwaite and on the surrounding roads</i>” Nothing physically has changed since then, the centre of the village is still small, but the number of cars has increased over the past 30 years in line with increased car ownership and the need to travel further afield for schooling etc.</p>
<p><b>Objective 4</b> – To ensure that Ripon, Knaresborough, Boroughbridge , Masham and Pateley Bridge are the main focus for housing, developing local services and employment in the rest of the District</p>	
<p><b>Objective 5</b> – To provide small scale housing growth in the District’s smaller settlements, mainly to meet local needs and support local services whilst minimising travel to work by car.</p>	<p>As demonstrated in objective 1 – the needs of local people have been met by extensive development in Hampsthwaite over recent years. The village cannot go on absorbing developments on the scale proposed. There are currently 23 houses on the open market in Hampsthwaite.</p> <p>Hampsthwaite has been categorised in the Core Strategy as a Group B settlement ie “villages that have the best access to jobs, shops and services by non car modes of transport” Page 18 Para 3.27</p> <p>In fact Hampsthwaite is a rural village with poor transport links with Harrogate. The roads from Hampsthwaite to the A59, which is the main approach road to Harrogate from the west, are country roads in poor condition. They are unlit. There are no continuous footpaths or cycle paths in to Harrogate. There is no local railway and the bus service is infrequent and will be further cut at the end of June 2013. With the current timetable it would be very difficult to access jobs or leisure services. The cost of a return journey would be prohibitive for many. For example for a family of four to make a return journey from Hampsthwaite to Harrogate by bus, a return distance of 8 miles, it would cost £23.30 (£7 per adult and £4.65 per child)</p>
<p><b>Objective 6</b> – To manage the release of land for housing to prioritise the use of previously developed land and control the pattern and speed of growth in general</p>	
<p><b>Objective 7</b> – To protect the countryside and Green Belt from inappropriate</p>	<p>Identification of the proposed site for development has been vigorously opposed for</p>

development.	<p>over 30 years. In fact Harrogate Borough Council has itself been opposed to development on this site until now. The reasons for opposition are still valid. The Rule 6 statement on behalf of the local Planning Authority to a planning appeal by Victor Homes for development of 29 dwellings in 1990 contains the following statements</p> <ul style="list-style-type: none"> <li>- “the appeal sites are part of the countryside which surrounds Hampsthwaite and which is an important element in the character of the village. By distancing the built-up area of the village from the countryside, the development of the appeal site will cause harm to the character of the village and its landscape setting”</li> <li>- “the development will also diminish the amenities of residents living in the areas to the west, north and east of the site and diminish the rural character and hence the public’s enjoyment of the public footpath which lies to the south”</li> <li>- “with regard to the environment the inspector did not consider that this extensive area of pasture land can be regarded as a pocket of land within the development limits of the village”</li> <li>- “the proposed development would result in the extension and consolidation of estate development into open pasture land to the detriment of the character and appearance of the area and to the general environment of Hampsthwaite”</li> <li>- “... development on this scale would adversely affect the character of Hampsthwaite”</li> <li>- “the proposal would be detrimental to the amenities of the area”</li> </ul> <p>Permission for the allocation of this site for development was refused.</p>
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I conclude that the DPD for the Hampsthwaite site is unsound since it does not meet the objectives set in Harrogate Borough Councils Core Strategy:

- The proposed area is not a Brownfield site
- There are woeful public transport links and costs are extortionate for an 8 mile return journey – therefore any travel to work, shops or leisure would rely on car usage
- The site proposed is sensitive in terms of landscape, visual amenity and biodiversity
- Development on the scale proposed is totally inappropriate in comparison to other sites in the main urban areas
- Inconsistent approach to the appraisal of site options
- Despite a 30 year history of valid opposition to development of this site, supported on appeal by the Inspector with reasons that are still valid today, Harrogate Borough council, for this exercise, have completely ignored the history and continuing views of the residents of Hampsthwaite

- Harrogate Borough Council have done a complete u-turn as in the past they have vigorously opposed development