

## Alfa Homes: Land West of Knaresborough Road

Alfa Homes have considered all of the comments received via the consultation webpage, consultation inbox as well as via post and the Bishop Monkton Today website.

Community Consultation Comments by Topic Area	Alfa Homes Response
<b>Site Layout</b>	
<p><u>Density</u></p> <p>The scheme proposed at consultation is:</p> <ul style="list-style-type: none"> <li>• too high;</li> <li>• too close together / too tightly packed;</li> <li>• over-bearing,</li> <li>• out of scale;</li> <li>• out of kilter with the urban grain of the village; and</li> <li>• over the Harrogate Local Plan housing allocation combined figure for BM2 and BM4 number of 94.</li> </ul> <p>The scheme has an approximate density of 36 dwellings per hectare (dph) which is 21% above Harrogate’s Policy of 30dph which is where the 94-unit number was derived from.</p>	<p>Alfa Homes have prepared an amended scheme which takes into careful consideration the complex array of comments received from the community, the Local Authority through pre-application discussions, local and national planning policy, alongside the existing pre-determined site constraints. This scheme now totals 98 units achieving a density of 29dph (gross) and 32 dph (nett).</p> <p>All proposed dwellings are two storey in height which reflects the general character of the local area. Some dwellings having a room in the roof with no changes in the roof design.</p> <p>The scheme provides a wide range of tenures and a balanced housing mix which closely aligns with Harrogate Council’s latest Housing and Economic Development Needs Assessment (HEDNA).</p> <ul style="list-style-type: none"> <li>- 2 bed dwellings (35%)</li> <li>- 3 bed dwellings (40%)</li> <li>- 4+ bed dwellings (25%)</li> </ul> <p>The combined housing allocation number for BM2 and BM4 of 94 dwellings outlined by Harrogate Council in its Local Plan is an indicative yield and not a ceiling or maximum figure. The combined figure of 94 dwellings is used by the Local Planning Authority to ensure that the Council can demonstrate a five-year housing land supply, a legal requirement by Central Government.</p>

Providing 94 dwellings at a density of 30dph would result in a disproportionate number of larger and ultimately more expensive dwellings which would be direct conflict with the needs and demands of different groups of the community as outlined within the Council's latest HEDNA.

Figures from the Office of National Statistics (22 July 2020) outline that the median price paid for a house in Harrogate (year ending December 2019) was £290,000 considerably above the medium price in Yorkshire and the Humber: £165,000.

A Best Price Guide prepared using house price sales data from Right Move demonstrates the unaffordability of all property sizes within the Bishop Monkton locality when compared to the latest house price figures from the Office of National Statistics (22 July 2020). The figures below are average sale prices from the Right Move Best Price Guide between 1 July 2019 and 28 August 2020 in the Bishop Monkton locality:

1 Bed cottage - £180,000
2 Bed house / cottage - £315,000
3 Bed house / terrace / cottage / Bungalow - £448,000
4 Bed house / cottage / bungalow - £350,000 - £925,000
5 Bed house / cottage - £595,000 - £995,000

Alfa Homes research within this area of the Borough supported by the Council's latest HEDNA indicates that there is a serious lack of affordability within the Bishop Monkton housing market. In addition, new housing which has been delivered in recent years within Bishop Monkton has not improved the affordability situation. The Harvest View development by Kebble Homes delivered properties which have sold from £450,000 for a 3-bedroom cottage to £899,000 for a 5-bedroom detached dwelling. Alfa Homes would question the affordability of this recent development to meet the wide

	<p>ranging needs of prospective buyers in the area given the evidence within the Council’s latest HEDNA.</p> <p>Alfa Homes consider that within Bishop Monkton there is a need for a variety of smaller yet significantly more affordable and high-quality dwellings, given the shortfall and lack of delivery of smaller and affordable 2-bed, 3-bed and 4-bed homes which suits the needs of first time buyers, younger and growing families, as well as those looking to downsize. This is supported by consultation comments.</p> <p>Therefore, whilst the ambition to increase the number of smaller and more affordable dwellings in the local area results in a slight uplift in number of units above the indicative figure of 94 dwellings as indicated in the Harrogate Local Plan housing allocation combined figure for BM2 and BM4, the scheme will inject housing affordability into the Bishop Monkton locality and deliver a viable development which respects the character and context of the village.</p>
<p><u>Form of the Development</u></p> <p>The development is not sympathetic to the existing character of the village which is set around greenspaces and not car parking and roads.</p> <p>A central design feature such as landscaping, key buildings or attenuation pond would help open up the development.</p> <p>The houses are in linear rows suitable for more urban areas such as Leeds, Boroughbridge etc.</p>	<p>The proposed scheme is defined by a detailed assessment of the existing site constraints which includes native hedgerows and mature trees and the ambition to retain these features, whilst attempting to respect the open countryside to the west, the non-designated heritage asset (the Old Vicarage) to the south and Bishop Monkton Conservation Area village to the east.</p> <p>One of the key objectives for the site is a scheme that is designed around retaining the existing established hedgerow which runs east to west through the site and which defines the two Harrogate Local Plan housing allocations (BM2 and BM4). The proposed road footprint has been designed to minimise impact upon this central hedgerow and dwellings are positioned to allow for the creation of new vehicle free and accessible pedestrian link in the form of</p>

	<p>a long green corridor which runs from the centre of the site towards the western site boundary.</p> <p>A formal green space is provided to the centre of the northern boundary to create an open and inviting context to the site from Knaresborough Road and Moor Road whilst ensuring the birch trees to the northern boundary can be retained. This open space and the extensive landscaped frontages to dwellings 62-65 draw residents and visitors into the site along a sinuous axis road which is landscaped along both edges.</p> <p>Dwellings have been re-positioned a significant distance from the southern site boundary to create breathing space for the established trees and the Old Vicarage. Within this green, landscaped and accessible buffer area along the southern site boundary, another vehicle free pedestrian link has been introduced from Knaresborough Road in the south east corner towards the centre of the site to provide further site permeability.</p> <p>These green spaces towards the eastern areas of the site are connected to the west of the site via the long green and landscaped pedestrian corridor positioned adjacent to the existing central hedgerow. This corridor allows for the site to be opened up in various locations and provides visual relief in the built form. The pedestrian link terminates at the western site boundary to further open green spaces. The visual landscape impact of the development on the open countryside beyond has been mitigated through the introduction of additional native hedgerow and groups of native tree planting, a reduction in scale and a looser built form which softens the new urban edge on this western site boundary.</p> <p>A singular primary access point for vehicle, cycle and pedestrians into the site from Knaresborough Road is in accordance with the site requirements of Harrogate Local Plan BM2 and BM4 housing allocations. An emergency access to the north from Moor Road reduces the amount of existing hedging needing to be removed and can be used by pedestrians and cyclists with the</p>
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	<p>introduction of a 2 metre wide footway along Moor Road. The Moor Road access for emergency vehicle only prevents the development being utilised as a 'rat run' between the two access points.</p> <p>Finally, in accordance with the site requirements of Harrogate Local Plan BM2 and BM4 housing allocations, the development seeks to create a respectful principal streetscene along the eastern boundary which fronts onto Knaresborough Road. Dwellings have been set back into the site to replicate the existing dwellings along Knaresborough Road and create a 'village street' which ensures the retention of the existing established hedgerow and provision of a new 2 metre wide footpath in addition to informal landscaped areas and high quality boundary treatments to the fronts of the new properties.</p>
<p><u>Housetypes</u></p> <p>There should be a mix of materials and village style house types which vary in height and character with render used in key places.</p> <p>What restrained, locally distinctive palette of materials are to be used in accordance with Site Requirement 1 of the Local Plan?</p> <p>In accordance with Site Requirement 1 of the Local Plan, how is the scale, massing and form of new buildings appropriate?</p> <p>In accordance with Site Requirement 1 of the Local Plan, what locally distinctive design detailing will there be?</p> <p>Whilst not perfect, the Kebble Homes scheme uses materials and designs more compatible with the village.</p>	<p>The materials to be used for the houses are to be discussed with Harrogate Council during the determination process of the planning application. In accordance with the site requirements of Harrogate Local Plan BM2 and BM4 housing allocations, the principal elevation of new development along Knaresborough Road will incorporate high quality boundary treatments and a locally distinctive palette of materials.</p> <p>The proposed housing will incorporate key distinctive features including the introduction of stone heads and cills to windows along with corbelled details to eaves to bring articulation to the streetscene.</p> <p>Furthermore, considered window fenestrations and styles will pay respect to the existing character and compliment the material palettes of the village.</p>

<p><u>Parking</u></p> <p>Will garages be built or just dedicated parking spaces?</p> <p>The level of parking per property seems excessive.</p>	<p>All houses will have off-road dedicated parking spaces and/or a garage in accordance with the North Yorkshire County Council's parking standards.</p> <p>The varied nature of the houstypes means that some dwellings will feature detached or integrated garages and dedicated parking spaces whereas other dwellings will include dedicated garages only.</p>
<p><u>Old Vicarage</u></p> <p>The line of 19 houses along the southern boundary which overlook the Old Vicarage where there should be greenspace and a more staggered building line.</p> <p>How does the layout ensure any harm to the non-designated heritage assets are minimised including their setting and where possible enhanced in accordance Site Requirement 2 of the Local Plan?</p>	<p>The application site is within the setting of the Old Vicarage, but there is no special historical relationship between the site and the house. The site was never part of the formal grounds or gardens around the Old Vicarage or that there was any other special historical connection.</p> <p>The proposed development will result in a change to the setting of the Old Vicarage, but not part of its setting that contributes to its heritage significance.</p> <p>The amended scheme has responded positively by proposing a landscaped and accessible buffer area along part of the southern site boundary to the north of the Old Vicarage. As a consequence, the proposed houses have been move away from the southern site boundary by approximately 13 metre from the site boundary and approximately 30.6 metre from the Old Vicarage which creates breathing space for the Old Vicarage and its setting.</p> <p>A Heritage Assessment has been prepared which will be submitted as part of the planning application package. The Assessment considers that given the open space that has been included on the plans, and the well-screened nature of the gardens of the Old Vicarage, and the relatively unimportant role that the existing site plays in the setting of the house, the change to its</p>

	<p>setting will not cause harm to the heritage significance or setting of the non-designated heritage asset.</p>
<p><u>Moor Road</u></p> <p>The majority of the houses on Moor Road facing the site are bungalows and therefore the development would dominate these properties.</p> <p>To create an active and attractive street scene the development should ensure that the principal elevations of the proposed houses positioned along Moor Lane should face in a north direction behind the existing hedgerow.</p>	<p>The Chalet on Moor Road will be separated from the development by: its own existing frontage and boundary, Moor Road, the retained hedgerow and trees and an area of public open space, meaning impact from the development on to its frontage will be negligible.</p> <p>Fairholme and Sunningdale are equally separated from the development by their own deep frontages and boundary hedge, Moor Road, and the retained hedge with the nearest property in the development set back from the hedge, resulting in approximately 31 metre distance from the closest proposed dwellings (Plot 95)</p> <p>Likewise, Crossways benefits from the same separating boundary treatments and would be a minimum of approximately 21 metres from the nearest property on the proposed development (plot 96)</p> <p>There is minimal ground level difference between the proposed dwellings along the northern site boundary when compared with the existing dwellings along Moor Road. As such a minimum separation distance of 21 metre is considered to be in accordance with the Council latest policy and guidance.</p>
<p><u>Knaresborough Road</u></p> <p>The houses fronting onto Knaresborough Road should be pushed back to create a 20m green lung behind the retained existing hedgerow so the development looks inwards and not outwards.</p>	<p>Proposed dwellings have been set back a considerable distance (on average approximately 11.5 metres from the existing hedgerow) into the site to replicate the existing dwellings along Knaresborough Road which ensures the retention of the existing established hedgerow whilst providing pockets of green areas with high quality landscaped frontages. This will create a</p>

	<p>traditional 'village street' along Knaresborough Road and allow for the development to be integrated into the village, rather than an isolated standalone development that turns its back onto the village.</p>
<p><u>Permeability</u></p> <p>How is the layout of the site enabling convenient pedestrian and cycle routes within the development to village facilities in accordance with Site Requirement 8 of the Local Plan?</p> <p>How is the layout providing pedestrian and cycle access from Moor Road at the western end of the northern boundary in accordance with Site Requirement 7 of the Local Plan?</p>	<p>The primary access on Knaresborough Road as well as the emergency access on Moor Road and the footpath access in the south-eastern corner of the site provide direct pedestrian and cycle access to and from the development.</p> <p>To ensure these accesses are safe and convenient, a 2 metre wide footway will be provided along the northern and eastern boundaries of the site. These new footways will be integrated within existing pedestrian infrastructure through the introduction of a pedestrian crossing point on Knaresborough Road.</p> <p>These measures in addition to the strong and segregated pedestrian routes within the development ensure that convenient and safe pedestrians and cycle routes within the site and to village facilities via direct links to existing infrastructure are established.</p>



<b>Trees, Hedges and Landscaping</b>	
There is a lack of new trees within the development given the packed nature of the housing. Why do roads no incorporate trees either side?	The amended proposed layout includes pockets of integrated native trees and native planting along the primary access routes and key frontages to enhance the biodiversity and character of the proposed development.
Half of the existing hedgerow is lost. Why can't this be used as a green route feature with views from Knaresborough Road into the development?	<p>It is assumed this comment is referring to the central hedgerow. A significant amount of the hedgerow will be retained and enhanced through a robust landscaping scheme.</p> <p>The primary axis for the site is designed around retaining the existing established hedgerow which runs east to west. The road footprint attempts to minimise impact on the hedgerow and dwellings are positioned to encourage the creation of anew pedestrian link along a green corridor which runs adjacent to the retained hedgerow.</p> <p>The primary access and the sinuous axis road which is landscaped along both edges allows for the site to be open from Knaresborough Road and provide direct views into the development.</p>
What trees are to be retained on Moor Road?	The majority of the trees on Moor Road are to be retained apart from one which will be removed to allow for the construction of the pump station. Compensatory native tree planting will form part of the structural landscaping scheme which will be provided as part of the planning application.
Will the silver birch trees that run along the boundary of the old allotments from the hedge along Moor Road to the middle of the site and the old cherry trees at the bottom of the site?	<p>The silver birch trees are proposed to be removed to allow for the construction of the public open space area which will accommodate the underground surface water attenuation tank.</p> <p>Compensatory native tree planting will form part of the structural landscaping scheme which will improve biodiversity connectivity within the site.</p>

<p>The hedgerow on the eastern boundary (Knaresborough Road) should be retained</p>	<p>There will be some hedgerows loss to allow for the primary access to the site from Knaresborough Road to be formed to adoptable standards by North Yorkshire County Council. The vast majority hedgerow will be retained and enhanced.</p>
<p>The Northern Views across the Vale from Mill Lane Burton Leonard towards Ripon Cathedral and the Hambleton Hills will be effected by the roofscape of this development. What measures are being taken to alleviate this?</p>	<p>A Landscape and Visual Impact Assessment will be submitted as part of the planning application.</p> <p>There will be compensatory planting of native trees and shrubs within the development to mitigate against excessive built form and massing and improve wildlife connectivity. All proposed dwellings are two storey, with some dwellings having a room in the roof with no changes in the roof design.</p> <p>The visual landscape impact of the development on the open countryside beyond has been mitigated through the introduction of additional native hedgerow and groups of native tree planting to strengthen the existing planting, a reduction in scale, a looser built form and informal open green spaces which softens the new urban edge adjacent to the open countryside on this western site boundary.</p>

## Flood Risk and Drainage

### Surface Water Drainage

There will be a lot of hard surface area and therefore surface water will drain down into Hungate and Meadowcroft Drive and cause flooding.

Parts of the site are subject to surface water flooding.

The beck floods and cannot take anymore surface water.

Work to the existing combined sewer will be required even with the attenuation solution.

Can you not contribute to the wider community by taking some of the existing surface water on Moor Road into your development?

The attenuation tank and pumping station is wasted space.

There are two pinch points which are affected by high water: Culvert under Dransfield House and the skew bridge of Boroughbridge Road.

Why cannot this be an open water pond positioned at the corner of the site or in the centre which could incorporate landscape and biodiversity features.

It is a common misconception that when an existing greenfield site is developed it will cause an increased risk of flooding to the site and surrounding area. It is the owner/developer's responsibility to reduce flood risk where possible using National Planning Policy Framework and the Council's Strategic Flood Risk Assessment dated September 2016 as a guide. For any development to be permitted, it must be demonstrated through the Development Management process that the development does not cause adverse flooding risks to the adjacent areas of the development.

The council are aware of substantial flooding incidents upstream and downstream of the site due to the capacity issues in local sewers, watercourses and overland flows, including Bishop Monkton Beck. Significantly increased levels of complaints have been received over recent years from concerned residents affected by, and threatened by flooding from these sources. Due to the number of major development proposals in the general area planning to discharge surface water to the same watercourse, it is a requirement to ensure that surface water run-off from any proposed development has negligible consequence on downstream areas either in sewer capacity or discharge to watercourses in order to mitigate the overall cumulative impact on the surrounding infrastructure in the area.

Sustainable Urban Drainage Systems (SuDS) should always be the first consideration as they assist in tackling surface water runoff problems at source. The principal of SuDs is to maximise the benefits and minimise the negative impacts of surface water run-off from developed areas. The approach is undertaken by slowing down and reducing the quantity of surface water run-off from a developed area and therefore reduce the risk of flooding on the site and to adjacent areas.

	<p>The benefits of SuDs are far more than is often realised:</p> <ul style="list-style-type: none"><li>• Protecting people and property from increased flood risk;</li><li>• Protecting the quality of ground and surface water from potential development pollution;</li><li>• Supporting and enhancing biodiversity and ecosystems;</li><li>• Improving peoples understanding of how surface water is managed as part of a development; and</li><li>• Providing long term management of surface water to include the impact from climate change.</li></ul> <p>The use of Sustainable Urban Drainage System (SuDs) will form the principal solution to discharging surface water. The principal of this particular system is to have an over-sized volume capacity for the storage of surface water. The volume allows for the surface water run off from the impermeable areas of the site area plus a 30% increase allowance for Climate Change and 10% allowance for an increase impermeable surface such as extensions over the lifetime of the development, known as Urban Creep.</p> <p>A proposed on-site underground attenuation tank will capture and store surface water from the developed areas and restrict surface water discharge to a controlled peak flow rate (to be agreed with Yorkshire Water) no worse than the pre-development surface water greenfield scenario. This surface water discharge rate will also take into consideration 30% increase allowance for Climate Change and 10% Urban Creep. Therefore, the controlled rate of surface water discharge will be 40% above the current greenfield surface water discharge from the site.</p> <p>The use of SuDs on site creates a high-quality on-site drainage system which allows the site to cope better during severe rainfall both now and in the long-term future.</p>
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	<p>There is no obvious positive surface water drainage on the undeveloped greenfield site with no surface water storage or mechanisms in place. Therefore, when a storm event occurs, the likelihood is a surge of surface water spilling off-site onto the neighbouring roads and properties causing localised surface water flooding upstream and downstream of the site as outlined within consultation responses and demonstrated through complaints over recent years from concerned residents affected by the events.</p> <p>However, post-development, these disruptive events will not occur. Levels will have been engineered to ensure all surface run-off from the site is captured on the site and discharged at a controlled and restricted peak flow rate to the existing surface water sewer network on Meadowcroft Drive. Both the restricted peak flow rate and the discharge route are both subject to agreement with Yorkshire Water.</p> <p>The underground storage tank also has the benefit of capturing sediment within the surface water which would ordinarily have entered a sewer system or local watercourses. This would inevitably, over time, cause blockages which have to be addressed by the statutory undertaker at a cost or harm to the environment.</p> <p>Furthermore, the provision of an underground storage tank allows for this area to be multi-functional and provide public open space above ground. This useable area provides opportunities for incorporating landscaping with native species which can enhance the biodiversity of the site.</p> <p>An open detention basin would not be a useable space and be fenced off to the public and with the provision of headwall constructions above the ground, the setting of this area would detract from the useable and open nature of the site.</p>
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Foul Water Drainage

The capacity of foul water drainage is already stretched to the limit so how can the site be drained into the existing sewers and drains.

What is the route and capacity of the foul water disposal from the site?

Foul water domestic waste should discharge to the 225mm diameter public foul sewer recorded in Hungate, at a point to the north of the site.

With regards to foul water drainage infrastructure, this is managed by the Statutory Undertaker through the contributions of householders connected to the network. The Statutory Undertaker will have been notified and reviewed the capacity of the existing drains and sewers as part of the Council's Local Plan process when the site was allocated for housing. The Statutory Undertaker will be obliged to secure and undertake any potential improvements works to accommodate the development of the site and ensure the sewer network has sufficient capacity.

## Access and Road Network

### Site Access

Why is there only one access into the site from Knaresborough Road?

A second access point should be provided onto Moor Road so that vehicles can miss out the problematic Knaresborough Road junction and access the A61 directly.

The access into the site from Knaresborough Road should be via a new roundabout opposite Meadowcroft Drive.

Two access points on Knaresborough Road is unsafe and too close to Meadowcroft and the Knaresborough Road junction.

Why does the main access have to be so urban with standard tarmac with two footpaths rather than giving priority to pedestrians and cyclists?

A single access is provided on Knaresborough Road to allow for both fields which are separate housing allocations (BM2 and BM4) to be accessed from one access rather than multiple accesses which would inevitably be closer to the access to Meadowcroft Drive. The access has been positioned to ensure that the appropriate visibility splays can be achieved and to minimise existing tree and hedgerow loss.

Given the number of houses proposed and in accordance with North Yorkshire County Council's standards, an emergency access has been provided on Moor Road which allows for pedestrian and cycle access only.

Residents comments around a second access on Moor Road would result in the undue loss of established hedgerow to achieve necessary visibility splays whilst also providing opportunities for motorist to use the development as 'run-rat' to avoid the junction at Knaresborough Road and Moor Lane. The quantum of development and low traffic flow volumes on Knaresborough Road also mean that a single point of access has ample capacity to cater for the development from a single point of access.

Due to the alignment of each of the junction arms at the Knaresborough Road / Meadowcroft junction, it is not possible to deliver a roundabout to suitable adoptable design standards due to the size required, angles of deflection approaching the roundabout and limited land available given it is surrounded by private homeowners and such third party land constraints. Pushing a roundabout into the site would result in significant loss of trees and hedgerows.

The primary site access is offset 60m from Moor Road and in excess of 30m from Meadowcroft (centreline to centreline) and as such meets the national design standards for junction offsetting. The private drive from

	<p>Knaresborough Road generates minimal traffic movements and is offset 60m from the main site access and 20m from Meadowcroft, this is considered to be a safe and appropriate offsetting distance for an access of this type.</p> <p>The site access and internal road is designed to an 'adoptable' standard and to North Yorkshire County Council (NYCC) Highways 'standard details' for a residential estate road, which requires a road of 5.5 metre width and 2 x 2 metre wide footways. It must meet this standard for NYCC to take 'ownership / maintenance responsibility' through its adoption.</p>
<p><u>Highway Capacity</u></p> <p>The volume of traffic from the development will be too much for the rural roads to take.</p>	<p>The planning application will be supported by a Transport Assessment. This reviews the traffic generation associated with the development and its distribution across the local highway network.</p> <p>Any junctions deemed to be affected by the development traffic (generally an increase of 30 two-way trips in any hour) is assessed in terms of its capacity and safety in the Transport Assessment in line with national guidance for the assessment.</p>
<p><u>Moor Road / Hungate / Knaresborough Road Junction</u></p> <p>What are the details of the proposed width and location of the widening of Moor Road?</p> <p>The proposed realignment of the Moor Road junction should be a roundabout instead.</p> <p>Why is the access not via a new roundabout on Moor Road junction?</p> <p>Has a risk assessment been undertaken of the proposed junction arrangement?</p>	<p>Our highway consultants has been in discussions with NYCC Highway Department to agree the realignment of Moor Road / Knaresborough Road / Hungate junction arrangement.</p> <p>As part of the development proposals, the Moor Road approach to the existing crossroads will be realigned to provide an offset and reduced driver forward visibility to formalise this as a give way junction. The proposals also include new warning signage and improved lining on the carriageway. This will provide a clear betterment to the existing arrangement.</p> <p>The Moor Road / Knaresborough Road junction is unsuitable to accommodate a mini roundabout to a suitable design standard as it is an</p>



	<p>existing crossroads and would result arguably in a more unsafe situation due to conflicts in priority. To provide a roundabout in this location third party land would likely be required from the houses surrounding the northern and eastern arms to create suitable deflection and as such is considered undeliverable.</p> <p>Road safety is covered in the Transport Assessment which will be submitted as part of the planning application.</p>
<p><u>A61 – Moor Road Junction</u></p> <p>This is already a nasty dangerous junction, whether coming to the village (particularly from Harrogate) or leaving the village (particularly to Harrogate)</p> <p>It's also made worse by no slip lane on leaving Moor Road (to Harrogate) or gradual slip off coming from Ripon and entering Moor Road.</p> <p>The additional traffic resulting from your proposed 115 houses will noticeably increase the flow, particularly at peak times, so adding to the dangers.</p>	<p>The proposed development generates approximately 13 and 4 two-way movements on this junction in the AM and PM Peaks respectively and as such would have an imperceptible impact on the junction in terms of highways capacity and road safety.</p>
<p><u>Speeding</u></p> <p>What traffic calming measures are proposed on Knaresborough Road due to speeding?</p> <p>Will this stop Knaresborough Road being a 'rat run'?</p>	<p>Traffic calming measures and gateway features were secured in conjunction with North Yorkshire County Council's Highway Department as part of the Kebell Homes scheme.</p> <p>A pedestrian crossing point is proposed in a safe location on Knaresborough Road which is to be agreed with Harrogate Council and Yorkshire County Council's Highway Department. The principal elevations of the proposed houses face onto Knaresborough Road creating a traditional 'village street', which in addition to the pedestrian crossing point and 2 metre wide footway</p>

	<p>will provide a visual aide and change in environment to motorists that they are entering a residential area.</p>
<p><u>Pedestrian Facilities</u></p> <p>Where is the proposed pedestrian access from Moor Road?</p> <p>The footpath on Moor Road must be extended to Woodgate Cottage in accordance with Site Requirement 6 in the Local Plan.</p> <p>A footpath should be built for the full 2km from the site to the existing bus stop on the A61 or at least a contribution towards this.</p>	<p>The pedestrian and cycle access from Moor Road are shown on the amended site layout adjacent to dwelling 91.</p> <p>A footway is proposed along the site frontage on Knaresborough Road and along Moor Road to the proposed emergency access. It is not proposed for the 2-metre-wide footway to be directed in a western direction from the emergency access to Woodgate Cottages.</p> <p>Discussions will take place with North Yorkshire County Council who are the Local Highways Authority regarding existing bus stops and accessibility to these bus stops from the site.</p> <p>Based on an assessment of the grass verge between the site and the A61, there is potential for a number of third party land owners and a bridge crossing to be required. On this basis it is not considered to be currently deliverable without extensive third party land agreements.</p>

**Community Infrastructure**

<p>The school is full so where are all the children going to go to School?</p>	<p>During pre-application discussions, Alfa Homes were made aware that financial contributions will be requested by Harrogate Council and NYCC as the Local Education Authority towards the enhancement of education facilities within the area to create additional school place. If Harrogate Council, as the Local Planning Authority are minded to approve the planning application then these contribution will be secured through a Section 106 Agreement or by Community Infrastructure Levy (CIL) monies.</p> <p>In addition, as an allocated housing site, Harrogate Council and NYCC as the Local Education Authority will be aware that additional capacity will be required within the education facilities in the locality to accommodate the future development.</p>
<p>The level of affordable housing seems high.</p>	<p>Policy HS2: 'Affordable Housing' of the Harrogate District Local Plan 2014-2035 (March 2020) outlines that all qualifying greenfield sites are required to deliver 40% affordable housing</p>
<p>Will any of the affordable houses be 4 bedroom?</p>	<p>The pre-application response we received from the Affordable Housing team at Harrogate Council was for a request for 2 and 3 bedroom properties to be allocated as affordable. There will be a variety of housetypes for the 4 bedroom properties for open market sale to cater for a range of housing needs.</p>
<p>Will the affordable homes be genuinely affordable?</p>	<p>40% of the total number of houses on the site will be affordable rent and intermediate housing units as defined under the National Planning Policy Framework. These dwellings will be a variety of housetypes and sizes.</p> <p>When taking into consideration the Council's latest HEDNA, the Best Price Guide for Bishop Monkton and the sold prices of the Harvest View development, Alfa Homes consider that within Bishop Monkton there is a need for a variety of smaller yet significantly more affordable and high-</p>

	<p>quality dwellings which suits the needs of first time buyers, younger and growing families, as well as those looking to downsize.</p> <p>A significant number of the market dwellings of a variety of types and sizes will be considerably more affordable when compared to the recently sold property prices within the Best Price Guide for Bishop Monkton.</p>
What are the benefits to the village hall?	<p>As part of the pre-application response received from Harrogate Council, an off-site contribution will be requested towards enhancement and provision of amenity greenspace, outdoor sports facilities, village hall facilities and the children and young people facilities. If Harrogate Council, as the Local Planning Authority are minded to approve the planning application then these contribution will be secured through a Section 106 Agreement.</p> <p>If the application is approved, the development would be liable for CIL charge. Subject to confirmation from Harrogate Council and in accordance with the relevant CIL Regulations, Bishop Monkton Parish Council are likely to receive 15% of the CIL receipts which could amount to approximately £50,000. These monies could be spent towards the village hall.</p>
Why is there no community shop?	The site is allocated by the Local Authority for housing only (BM2 and BM4) within the Harrogate District Local Plan 2014-2035 (March 2020).
<b>Construction</b>	
Where will the tradesman park? This should not be on Knaresborough Road or Meadow Croft.	All works access, deliveries and trades parking will be subject to an Construction Management Proposal which will require approval from the Local Authority and the County Council. Provision will be made for trades within the site, not on Knaresborough Road or Meadow Croft.