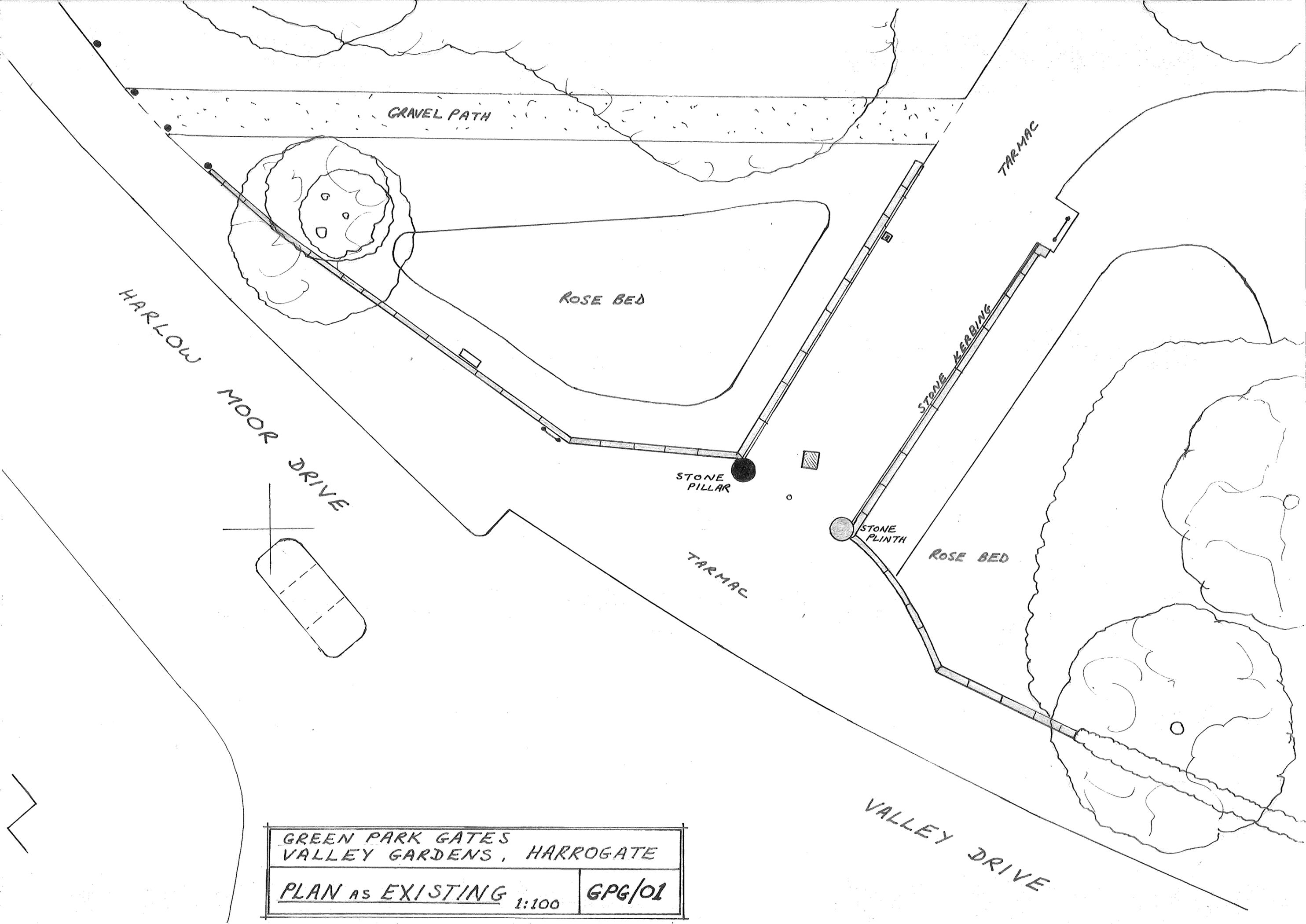


Valley Gardens

GREEN PARK GATES LOCATION PLAN

GPG/00





GRAVEL PATH

TARMAC

ROSE BED

HARLOW MOOR DRIVE

STONE PILLAR

STONE KERBING

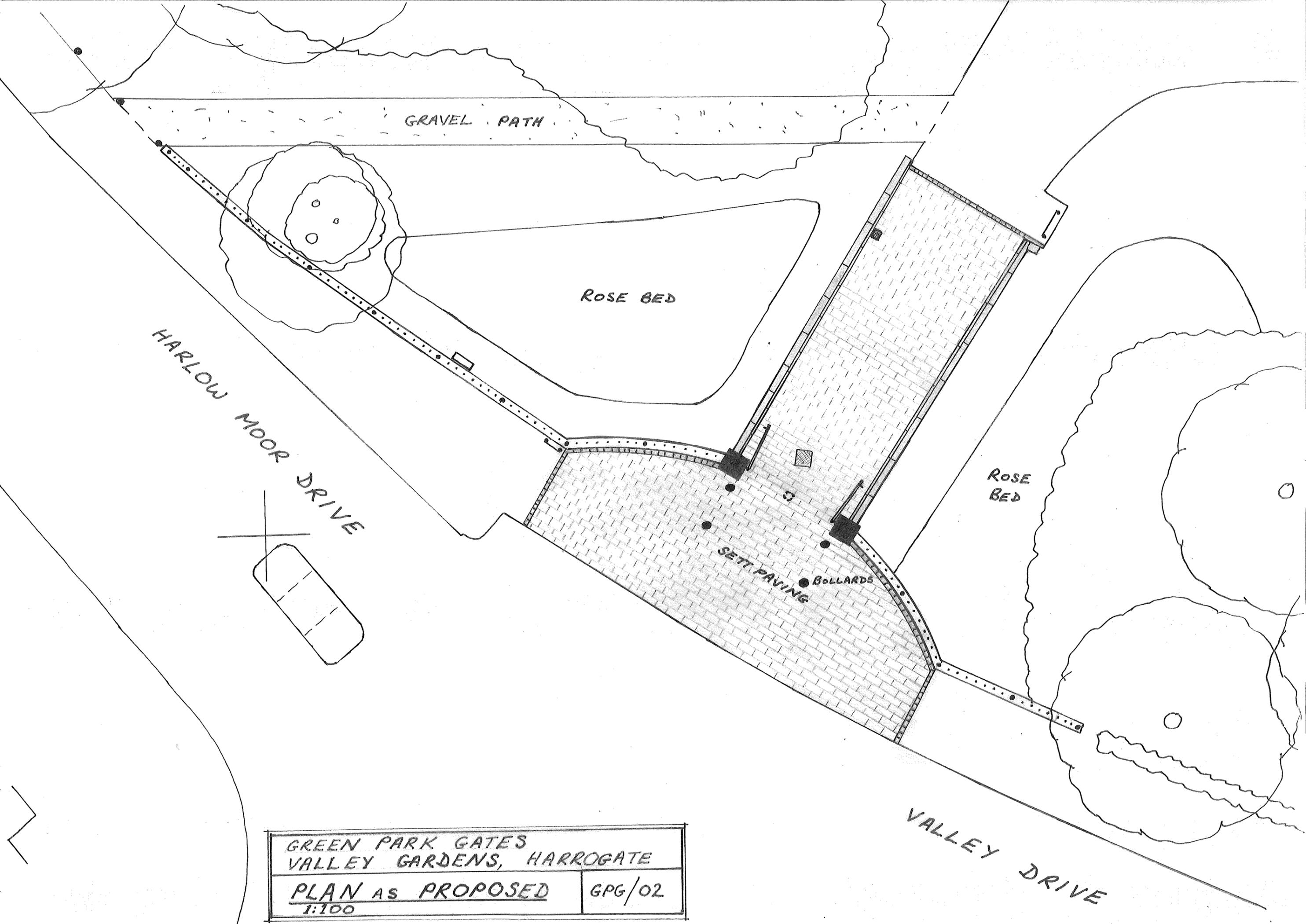
STONE PLINTH

ROSE BED

TARMAC

VALLEY DRIVE

GREEN PARK GATES VALLEY GARDENS, HARROGATE	
PLAN AS EXISTING 1:100	GPG/01



GRAVEL PATH

ROSE BED

HARLOW MOOR DRIVE

ROSE BED

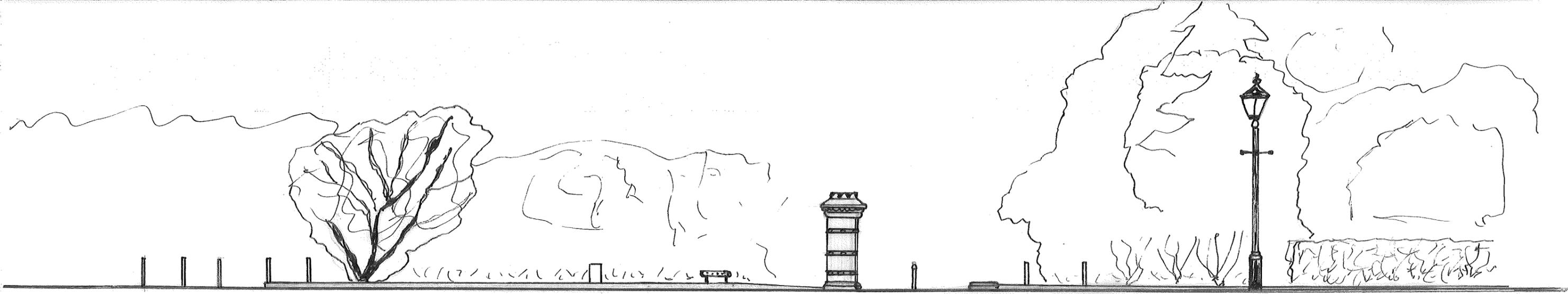
SETT PAVING
BOLLARDS

VALLEY DRIVE

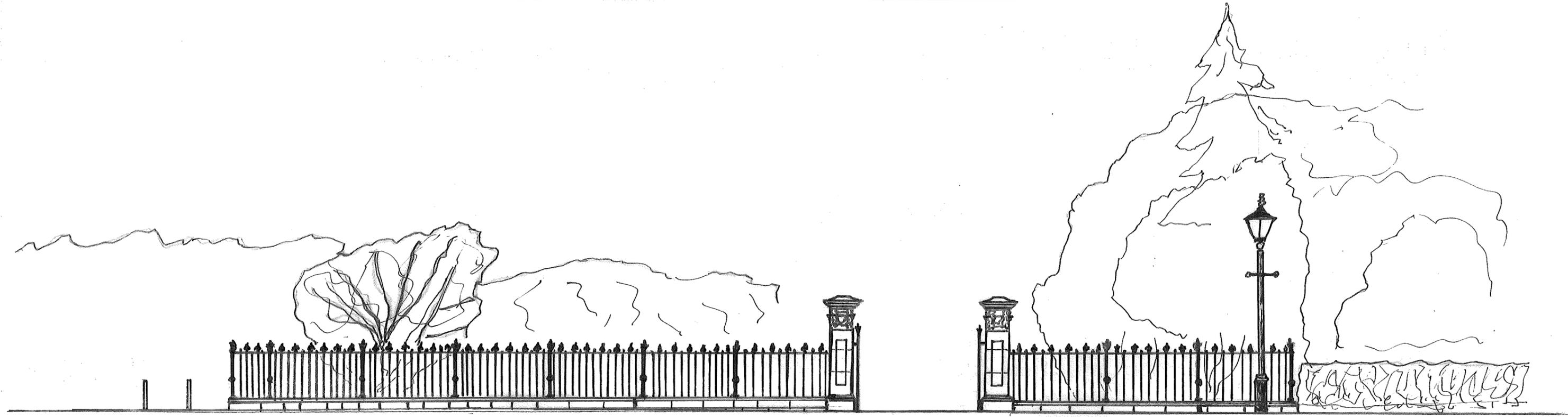
GREEN PARK GATES
VALLEY GARDENS, HARROGATE

PLAN AS PROPOSED
1:100

GPG/02



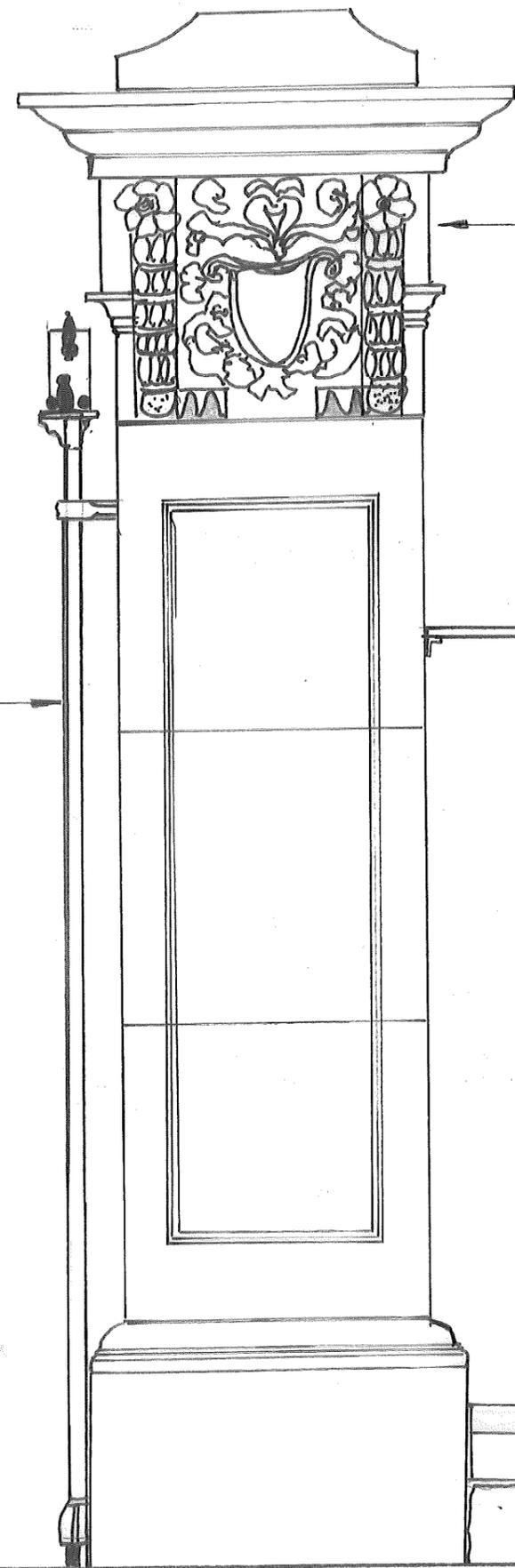
ELEVATION AS EXISTING 1:100



ELEVATION AS PROPOSED 1:100

GREEN PARK GATES VALLEY GARDENS, HARROGATE	
<u>ELEVATIONS</u> 1:100	GPG/03

GREEN PARK GATES
 VALLEY GARDENS, HARROGATE
 POST AND RAILING DETAIL | GPG/04



ORIGINAL 'KING EDWARD VII MEMORIAL' GATE POSTS.
 (SITED ORIGINALLY ON KINGS ROAD)

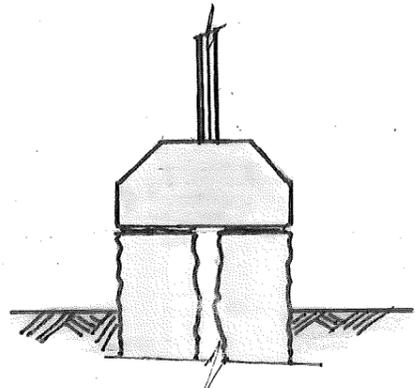
ORIGINAL CAST IRON RAILINGS
 WITH FLEUR DE LYS CAPITAL
 (x 20)

NEW MILD STEEL
 RAILINGS WITH STUD
 CAPITAL

ORIGINAL CAST
 IRON KING POSTS
 (x5)

FOR GATE
 DETAILS
 REFER TO
 DESIGN AND
 ACCESS
 STATEMENT

NEW MILD STEEL
 TOP RAIL



SECTION
 1:125

SAWN, CHAMFERED
 YORKSHIRE COPING
 STONE

DRESSED
 YORKSHIRE STONE

ELEVATION FROM VALLEY DRIVE 1:125

Design and Access Statement

Planning Application for the
Green Park Entrance
Valley Gardens, Harrogate

History

The entrance to Valley Gardens at the junction of Valley Drive and Harlow Moor Drive on the south east side of the gardens has been known as the Green Park Entrance after the Green Park Hotel which stood opposite. The hotel no longer exists, having been converted into apartments some years ago. The entrance was originally marked with two stone pillars which had been relocated from Prospect Gardens in the centre of Harrogate when the War Memorial was created in 1923. Only one pillar now remains at the entrance, the other having been damaged beyond repair by vehicle impact; the railings to either side of the entrance had long since been removed.



Green Park Entrance as existing on Valley Drive.

For some time it had been felt by the Friends of Valley Gardens that the poor state of the entrance area did not do justice to the otherwise high standards of the gardens and improvements were therefore discussed. Making a new pillar to match the remaining one was explored but the cost of carving a new matching stone capital was found to be prohibitively expensive. Alternatives were therefore sought and Harrogate Borough Council advised us that they had retained in store a set of stone gate posts which had originally been located on Kings Road at its junction with Cheltenham Parade (A61).

These gates were known as the King Edward VII Memorial Gates and gave access to the Spa Gardens behind the old Concert Rooms. It is understood that the gates and railings were

funded by William Baxter, a wealthy industrialist who lived at Knapping Mount, just up the road. The cast iron gates and 24 railings were recently located at a local farm and purchased by the F o V G. The railings are identical to the railings still existing on Kings Road between the new exhibition complex and the main conference entrance to Harrogate International Centre. The posts and gates (shown below) had been in place until the new exhibition Hall M was created in the late 1990s.



Kings Road, Harrogate in 1911 with the King Edward VII Memorial Gates in front of Spa Gardens.

Design Proposal

Our proposal is to install the old King Edward VII Memorial gates, posts and railings at the Green Park Entrance both to conserve Harrogate's heritage and to restore some grandeur to the location as befits the Valley Gardens. The design of the new gates will also reflect the main entrance gate posts opposite the Royal Pump Room. The stone posts are in good condition and the iron gates have been assessed by a local architectural metalwork company as being sound and readily restorable. There is an insufficient number of original cast iron railings to complete the whole project so it is proposed the 19 railings and 5 king posts be used on the arcs to either side of the gate posts. The remaining railings will be made up with new mild steel equivalents because replicating the originals in cast iron would again be prohibitively expensive. While the new metalwork will not exactly replicate the original patterns it will be sensitively selected to complement the original designs and blend in. The new railing dimensions will be the same as the originals and made in 25mm steel bar.

The current granite edging stones to the boundary of the gardens will be replaced with a new low upstand wall as exists on Kings Road and it will be constructed in York stone, common throughout Harrogate. A suitable new stone source has been located at the Johnson Wellfield quarry in Huddersfield but reclaimed stone will be used if this is available in sufficient quantity and quality. The railings will be individually set into the stone with an epoxy cement and topped off in lead to replicate the original fixing method.

Access

Access to Valley Gardens, originally Bogs Field, is covered by statute and unrestricted ingress and egress has to be maintained for the public. This pertains at the main entrance to the gardens at the Royal Pump Room which has no gates and therefore the installation of the original King Edward VII gates at the Green Park entrance may seem superfluous as they will be fixed in the open position. The gates will be properly supported and held open with substantial padlocks on retaining hooks.

The gates are very attractive and even in their open position they can be appreciated, albeit not as much as when they are closed. The Friends believe it is important to retain the heritage of the gates as a whole as donated by William Baxter. The gates will be installed to be operational and will be capable of being closed for special occasions and for photographic purposes. Alternatives of having the gates normally closed with secondary free access around the posts were considered but discounted on the grounds of cost and insufficient space. There is an existing diagonal gravel access footpath (shown on the drawings) adjacent to the Green Park Entrance which will not be affected by our proposals.

The tarmac in the vicinity of the entrance will be taken up and replaced with good quality concrete heritage sett paving to help demark the entrance and enhance its appearance. The paving will be smooth and level and provide no greater resistance to wheelchair users than that of the existing tarmac.

The vehicle clearance through the gates will be greater than the existing (before the second post was removed) by about 200 mm or 8 inches. The clear distance between the two stone capitals of the existing posts was 2.850 m and 3.0 m between the base plinths. The new clearance between the open gate hinges will be a minimum of 3.0 m but the precise dimension is not known at this stage. The maximum width of a fire engine is 2.55m excluding the wing mirrors. Sacrificial cast iron bollards are proposed on either side in front of the entrance to protect the new gate posts with a central removal bollard to discourage any unauthorised or opportunist vehicle entry. This reflects the arrangement at the main entrance to Valley Gardens. Non-emergency vehicle entrance to the gardens is via the Cornwall Road barrier gate.
