

# Land at STATION PARADE Harrogate Development Brief



Approved as Supplementary Planning Guidance - May 2005

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BOROUGH COUNCIL

## FOREWORD

This development brief provides guidelines for the development of a key site in Harrogate Town Centre that has been the subject of development discussions and planning applications for many years, but where a comprehensive development scheme has failed to materialise. The Council in partnership with the County Council, Network Rail, and Northern Rail commissioned consultants Arup, DLG Architects and Colliers CRE to prepare the development brief.

Public consultation on a draft brief was undertaken in August/September 2004 and as a result the brief was revised and approved by the Area 3 Development Control Committee as Supplementary Planning Guidance on 10 May 2005. The brief includes an indicative scheme identifying one method by which the site could be developed in a comprehensive and viable way.

This site represents a unique opportunity to realise major benefits for Harrogate. The creation of a transport interchange - including a relocated railway station - adjacent to the bus station will enable better integration between bus and rail travel and the provision of travel information and other services and facilities for travellers. A high quality mixed-use development of the site could also enable the provision of town centre homes, retail and leisure uses improving the vitality and viability of this area.

I therefore look forward to working with the partner authorities and other interested parties to achieve a significant improvement of this key site.

Councillor Richard Cooper, Cabinet Member (Planning)

A copy of the Development Brief can be downloaded from the Council's web site at [www.harrogate.gov.uk/planning](http://www.harrogate.gov.uk/planning) or a paper version may be obtained by telephoning 01423 556586 or emailing [julia.lamb@harrogate.gov.uk](mailto:julia.lamb@harrogate.gov.uk)

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## 1.0 INTRODUCTION

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- 1.1 The aim of this Development Brief is to provide advice on the different policy and site specific issues relating to the development of land at Station Parade, Harrogate and to provide an example of one way in which the site could be developed. This is a key site in Harrogate town centre and an important gateway to the town, especially when travelling by bus or train or indeed for those travelling by car and using the Victoria multi-storey car park. It is shown outlined on the plan attached at Appendix 1. The site has been the subject of development discussions and planning applications for many years, and a planning history of the site is included in Appendix 2.
- 1.2 In accordance with the Harrogate District Local Plan, adopted 2001 (altered May 2004) a comprehensive development and environmental improvement strategy has been prepared for the site. ARUP, DLG Architects and Colliers CRE (the Consultants) were appointed in early 2004 to investigate and prepare a comprehensive development brief. This work was commissioned jointly with North Yorkshire County Council, Network Rail and Arriva Trains Northern (now Northern Rail Ltd).
- 1.3 During the first half of 2004, the Consultants undertook investigations into the scope for comprehensive development. This detailed work took account of the physical constraints; the potential levels of market demand for various uses; the planning background and policy; the site's varied ownership structure; its key location; and, the all important rail, bus and road transport infrastructure issues. Consultation was undertaken with key stake holders including Harrogate Borough Council, North Yorkshire County Council, Network Rail, the Strategic Rail Authority, Northern Rail Ltd, Harrogate District Community Transport, Coalhouse Properties (Harrogate) Ltd (owner of part of the site), Blazefield Holdings Ltd (the bus operator), Tops Estates Plc (owners of Victoria Shopping Centre) and Commercial Estates Management (owner of the adjacent Exchange building). The results of the consultation were taken into account in the preparation of the development brief.
- 1.4 The development issues for this site which warranted specific guidance were identified as being:
- Provision of a transport interchange
  - An appropriate mix of uses to enable a comprehensive and viable development to be achieved
  - Accessibility and circulation
  - Urban design and environmental enhancement
  - Potential highways improvements
  - Provision of improved facilities including 24hr public conveniences
- 1.5 Development proposals must accord with:
- Planning Policy Guidance (PPS1, PPG3, PPG4, PPS6 PPG13 PPG15 and PPG17)
  - Regional Spatial Strategy for Yorkshire and the Humber to 2016 based on the Selective Review of RPG12.
  - Harrogate District Local Plan adopted 2001 (altered May 2004)
  - Other Government advice on affordable housing, planning obligations and design of new development
  - Harrogate Borough Council's Supplementary Guidance *Policy on Developer Contributions to Education Facilities* (October 1999)
  - Harrogate Borough Council's Supplementary Planning Guidance *Residential Design Guide* March 1999
  - Harrogate Borough Council's *Guidelines for Development Control on Parking Requirements* (April 2000)
  - Harrogate Borough Council's Public Open Space Commuted Sums Supplementary Planning Guidance

- 1.6 The main purpose of the brief is to set out guidelines for the redevelopment of the site including access, servicing layout and urban design considerations. The brief has been prepared in accordance with the former Department of the Environment, Transport and the Regions publication *Planning and Development Briefs: A Guide to Better Practice* (1998) and PPG12 *Development Plans* (1999). As work on this brief commenced prior to the enactment of the Planning and Compensation Act 2004 the brief has been adopted as Supplementary Planning Guidance. **A draft brief was approved for public consultation at a meeting of the Area 3 Development Control Committee on 27 July 2004. A period of public consultation took place for 6 weeks starting on 17 September 2004 and further consultation was then undertaken with interested parties. Comments received together with officer's responses were reported to a meeting of the Area 3 Development Control Committee on 10 May 2005 which approved the brief as Supplementary Planning Guidance**

## 2.0 DEVELOPMENT OBJECTIVES

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- 2.1 The objectives of this development brief are set out below. Guidance on the implementation of these objectives is set out in Section 5.0 of this brief.
- **Creation of a commercially viable development on the site, which maximises retail potential whilst considering other potential uses such as residential, office, hotel, recreation, leisure and community facilities** – it is recognised that as a town centre location, this site has the potential for a vibrant mix of uses that will help to drive a commercially viable scheme whilst providing a development appropriate to its gateway location.
  - **Improvements to public transport facilities including better integration between bus, rail, taxis, walking, cycling, disabled access and car parking** – as part of a comprehensive development, improvements to the current transport infrastructure are envisaged and it is expected that any new development will bring the various transport modes closer together, linked by a new transport interchange building which should include public toilets, waiting room, café/retail outlets, better ticket and information facilities together with offices and facilities for rail and bus operators..
  - **Consideration of the potential for phased development on this site within a comprehensive development framework** – it is expected that development will be undertaken as part of a comprehensive scheme but the Council recognise that phased development may occur, provided it is in accordance with an agreed overall comprehensive strategy for the site as a whole.
  - **Incorporation of the footbridge and other pedestrian links into the development proposals** - the existing footbridges that run across the railway lines from the Victoria multi-storey car park to the current rail station and the Victoria Shopping Centre need to be maintained and incorporated within development proposals for the site. It is possible that they may be varied and improved as part of the development.
  - **Visual improvement and enhancement of this key town centre gateway site** – based on the highly prominent nature of the site's location and its presence within the Conservation Area, any new development will be expected to be of the highest quality, to enhance the area and be designed with respect for its context as part of the larger town centre which has a well-established character and appearance. Creative and innovative design will be encouraged provided that the principles embodied in this guidance are adopted.

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## **3.0 SITE DESCRIPTION**

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### **3.1 Physical description**

- 3.1.1 The site covered by the development brief has an area of approximately 0.83 hectares. It is bounded by the York to Leeds railway line to the east and Station Parade and the town centre retail core to the west. Moving north and south away from the site, retail uses begin to diminish in intensity with properties containing a mixture of uses. The site falls approximately 5.5 metres from south to north.
- 3.1.2 The 1960's Harrogate railway station sits below the landmark 12 storey Exchange office tower at the southern end of the site. Running northwards adjacent to the platform are a collection of under used station buildings built of brick. In between the latter and Station Parade there is a small public car park and drop off area/car park that serves the station. These are bisected at high level by a pedestrian footbridge linking the Victoria shopping centre with the Victoria multi-storey car park to the east of the railway line. There is also pedestrian access from this footbridge down to the station platforms and their associated link bridges across the tracks.
- 3.1.3 Moving further north, adjacent to the site to the west is an operational bus station, which is accessed via Station Parade at the junction with Cheltenham Parade and egresses onto Station Parade opposite the pedestrianised Cambridge Street. A narrow strip of land between the bus station and the railway platform to the east is used for Network Rail car parking. It rises to a maximum of 2 metres above the level of the bus station concourse and is accessed from the Station Parade and Cheltenham Parade junction. At the northern end of the site adjacent to Bower Street stands a small prefabricated building used by Network Rail contractors. There is also a small group of Sycamore trees. There is a pedestrian link known as one arch under the railway to the north of the site.
- 3.1.4 Some of the key features described above are illustrated in the photographs set out at Appendix 4.

### **3.2 Land Ownership**

- 3.2.1 The site predominantly comprises two separate freehold ownerships. The majority of the land on both sides of the railway tracks is owned by Network Rail. The current train station and associated facilities are leased from Network Rail to Northern Rail Ltd. A small part of the site located opposite the junction of Cambridge Street and Station Parade and lying between the bus station and train station is owned by Coalhouse Properties (Harrogate) Ltd, a private property company. The adjacent bus station is owned by BlazeField Holdings Ltd whose wholly owned subsidiary Harrogate & District Travel Ltd, is the site's principal user. An Ordnance Survey extract attached at Appendix 3 shows the approximate extent of each of these titles but this should be taken as indicative only.
- 3.2.2 As well as the footbridge providing access across the railway tracks from one platform to another, there is another high level footbridge linking the Victoria Multi-storey car park with the station and the Victoria Shopping Centre. Network Rail have granted a 152 year leasehold interest to Harrogate Borough Council for the right to construct and afterwards maintain and use this bridge as a right of way from the car park to the shopping centre, the town centre and to and from the station. These rights except and reserve to Network Rail the right to relocate, adjust, connect into or alter at their own cost the bridge link between Tower A and the Pepperpot Tower as marked A and B on the plan at Appendix 3 in order to facilitate the development of the station, station forecourt or land adjoining or in the vicinity of the station or forecourt. Before doing so, Network Rail are required to obtain the written consent of the Council but this consent must not be unreasonably withheld. The new route should not be "materially less commodious than exists at the time of the Board's proposal", which could be broadly interpreted that the new route should be as convenient and of a similar nature to the current route. In other words, not significantly longer and no more restricted in terms of the hours of use.

3.2.3 The Council has in turn granted a right to use the footbridge to the head lessees of the Victoria Shopping Centre. Similar provisions are incorporated in that arrangement relating to the ability to relocate, adjust, connect into or alter the route of the bridge link. It will be a requirement of any development proposals for this site that this link is satisfactorily incorporated in to the development and continues to function appropriately.

3.2.4 The Victoria multi-storey car park located on the eastern side of the railway tracks is owned and operated by Harrogate Borough Council. It is accessed from East Parade and laid out over 14 levels, providing parking for approximately 850 vehicles. It operates a Pay on Foot system and is open from 7.00am to 7.00pm. A shop mobility facility is located within the car park.

### **3.3 Rail Facilities**

3.3.1 Harrogate Station is classed by the Strategic Rail Authority (SRA) as a Category C Station and currently has the following facilities:-

- 3 ticket windows within the booking hall
- Ticket machines
- 4 public telephones
- Photo Me booth
- Cash Machine

3.3.2 Passenger waiting areas are located either in the booking hall or on the platforms. There are former refreshment rooms but these are dilapidated and currently not in use. Within the Booking Hall, there are three retail units comprising a newsagents, café and shoe repair/bag outlet.

3.3.3 Offices are also provided for rail use with a signing on point, toilets and mess room. Network Rail and Northern Rail Ltd would like these facilities in one location with the booking hall, staff and locker rooms. Other ancillary facilities at the station comprise:

- 3 bin stores on land at the rear of the bus station
- Storage in the warehouse building informally agreed with Network Rail

3.3.4 The station forecourt provides vehicular access to the booking hall from Station Parade comprising:-

- 3 taxi bays
- 19 short stay parking spaces
- Servicing for the station and retail units

3.3.5 Pick up and set down for cars is also permitted on the station forecourt. There are no specific facilities for buses and coaches. Currently local arrangements are made to cordon off the short stay spaces to enable buses to drop off/pick up at the station. This only happens when there are problems with the railway line or when there are big events at the Conference Centre or the Great Yorkshire Show Ground.

3.3.6 At the rear of the station, a public long stay car park for rail users is provided that runs adjacent to platform 2 with access from East Parade. This currently provides parking facilities for approximately 115 vehicles.

### **3.4 Bus Station**

3.4.1 Blazefield Holdings owns the bus station located on Station Parade adjacent to the railway station. The new bus station opened early in September 2002 and has the following features:

- 13 stands, 12 being used by local bus services the majority of which are used by Harrogate and District Travel and the most northerly bay being used by National Express.

- Covered passenger concourse with waiting and seating areas.
- Kiosk – customer information at southern end is manned 7am until midnight.
- Real time customer information displays.
- It does not currently have space to allow use by community bus services.
- Space is also available for up to 5 buses to lay over between service. Although this was not envisaged as part of the design of the bus station the possibility of improving this position should be considered within the context of a comprehensive development scheme.

3.4.2 There are no toilets or other facilities for travellers within the bus station, although a small information kiosk is provided. Customer booking facilities are currently in unit 20A of Station Parade. Staff facilities are provided in the first and second floors of 42 Station Parade.

3.4.3 Approximately 90 buses per hour use the bus station. This equates to approximately 4 buses per stand per hour and gives Blazefield scope to increase operations in the bus station as services are expanded. A one-way system operates with buses accessing from the north end and egressing from the south. The layout is designed with pull-in – reverse out bays. The safety of passengers, Harrogate and District Travel's employees, and buses must be taken into consideration as part of any development proposals, including during the construction period.

### **3.5 Local Highway Conditions**

3.5.1 Station Parade is a two lane – one-way road with a bay for approximately 12 taxis on its western side. There are two pelican crossings on Station Parade. One adjacent to Exchange Tower connects Victoria Gardens with the railway station and the other links the bus station with Cambridge Street, and is heavily used. There is a loading/disabled bay to the north of the bus station pelican crossing on the west side of Station Parade. The basement car park for Exchange Tower is accessed from Station Parade, just south of the egress from the station forecourt.

3.5.2 From East Parade the rear of the station is accessed via a single carriageway, and this also provides access for the Victoria Multi-Storey Car Park, to long stay car parking for the station and frontage properties. Access to the service area for Habitat and the other retail units in the block south of Exchange Tower is also from East Parade.

3.5.3 Vehicular access to Cambridge Street is banned between 1030 and 1700 hours. Outside of these hours it is open for servicing. Where the railway crosses Bower Road to the north of the site near Asda, there is a height restriction of 4.26 metres (14 feet).

3.5.4 The junction of Station Parade / Station Bridge is signal controlled. Access to the car parking at the rear of the station is via a signal controlled junction with East Parade. These junctions include pedestrian crossing facilities. A pelican crossing is also provided at the Cheltenham Parade/Station Parade junction.

3.5.5 There is a problem with pedestrian accidents on Station Parade, which seems to be caused by pedestrians not crossing at the pelican crossings. A summary of accidents that have occurred between January 1996 and November 2003 indicates a total of 33 accidents of which 6 were serious and 27 were slight, 17 of the accidents involved pedestrians.

3.5.6 Any proposed development should incorporate traffic management measures that would improve the safety for all users on Station Parade. This objective must be balanced with maintaining capacity of the road network and the access arrangements that are currently in operation. The Council has already identified the need to carry out improvement works on Station Parade and such a scheme is likely to be eligible for funding through the North Yorkshire County Council Local Transport Plan 2006-11. Further discussion on this matter is taking place with North Yorkshire County Council.



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### **3.6 Physical Site Constraints**

- 3.6.1 There are a number of operational constraints with regard to the location of the site and the operational railway. All new development schemes undertaken in close proximity to the railway require specific engineering approval from Network Rail and must comply with the standards and methods of working current at the time of the development.
- 3.6.2 No site investigation has been undertaken for buildings or land at this stage. Therefore, the risk of contamination or adverse ground conditions is unknown. Historic geo-technical data suggests the site has a minimal risk of contamination. However, developers should not discount the risk of finding hot spots within the site boundaries due to leaching of hydrocarbons and so forth from former railway sidings adjacent to the site. Developers should also note the requirements set out in the Harrogate District Local Plan Policy A8 concerning Contaminated Land.
- 3.6.3 A number of services are located in close proximity to the site. It should be noted in particular that a 610mm x 914mm brick combined sewer traverses the site see plan in Appendix 6. Network Rail and Yorkshire Water should be contacted at an early stage to discuss their requirements regarding the protection of the sewer, surface water disposal and water distribution. An agreement exists between Network Rail and Yorkshire Water regarding construction on the site. It will be the developer's responsibility to obtain the precise location of all services from the respective statutory undertakers.
- 3.6.4 Possible wind turbulence caused in conjunction with the adjacent tower will need to be considered as part of any development scheme. The Exchange Tower causes significant overshadowing of part of the site. Other issues such as noise attenuation and air quality also need consideration. For example noisy activities should be grouped together and measures to minimise noise transmission included in the development. Noise and air quality levels need to be established prior to development.
- 3.6.5 There is a small group of mature Sycamore trees to the north of the site which the Council's Arboricultural Officer has indicated provide an important bank of greenery in an otherwise treeless area and are therefore considered important as a visual amenity and contrast to surrounding buildings. The trees are currently protected as they are within the Conservation Area.
- 3.6.6 The site is within the Conservation Area and on the edge of the commercial/retail area.

### **3.7 Current Transportation Studies**

- 3.7.1 The provision of a transport interchange at Station Parade needs to be considered within the wider context of a number of transportation studies currently being progressed. The Harrogate and Knaresborough Integrated Transport Study (HAKITS) will result in the development of a new transportation strategy for the period up to 2016, with an emphasis being placed on measures to improve public transport, walking and cycling. A package of measures to reduce congestion are currently being considered and this includes provision of a transport interchange at Station Parade. A study is also progressing to consider improvements to rail infrastructure and services on the Leeds-Harrogate-York line. The aim is to transform the line into a successful commuter route. The provision of a transport interchange at Station Parade in Harrogate, together with improved facilities for travellers, is therefore a key element in relation to both of these studies.
- 3.7.2 In addition, work has been undertaken on a long term proposal to consider the reinstatement of the Harrogate-Ripon line. Initial work has indicated that such a proposal could be viable and a second study to consider infrastructure requirements is currently being undertaken. The possibility of this occurring in the future therefore needs to be taken into account in development of the site to ensure options are not lost for the future.

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## **4. PLANNING CONTEXT**

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### **4.1 National Planning Policy**

- 4.1.1 Government policy is to focus retail, leisure and other key town centre uses which attract a lot of people within defined town centres. The objectives of this strategy are separate but related. The first main objective is to sustain and enhance the vitality and viability of town centres. It was feared that the growth of out of centre facilities would see central areas suffering through competition and disinvestment, which would lead to decay. This in turn would see the undermining of current investment in town centre facilities, the decay of our historic environment and an increase in social exclusivity for those without access to a motorcar.
- 4.1.2 The second main objective arose through the Government's commitment to the Kyoto Treaty to reduce harmful emissions. This commitment has been manifested in planning policy through the direction of uses generating significant movements to locations which are accessible and well served by Public Transport, primarily in established town centres which are the traditional focus for both buses and trains. This objective is aligned with the promotion of mixed development, which is intended to contribute towards a reduction in vehicle journeys and also ensure vitality and security for the night time economy.
- 4.1.3 Coupled with this approach has been a review of car parking policy with the emphasis now placed on minimising the number of spaces available so as to encourage those people making a journey to use a mode of transport other than the private car on a greater number of occasions. The Council's approach to car parking provision is outlined in its Parking Requirements Guidelines for Development Control July 2001. The very accessible location of this site means that parking provision in association with development will not be required with the exception of the operational needs of the development, cycle, and disabled parking. It is however, recognised that a developer may wish to provide some parking as part of the development. Residential parking in relation to any development will need to be discussed with the Borough Council.
- 4.1.4 A third main objective is to make the most efficient use of land, particularly land which has been previously developed. This objective is manifested through an emphasis on brownfield land regeneration, particularly for housing. Again, coupled with this approach is a broad policy of encouraging residential development in town centres, which will make an efficient use of land and ensure vitality in town centres throughout the day. This approach is re-emphasised in PPS6 Planning for town centres which also encourages local authorities to take a pro active role in redevelopment of key town centre sites.
- 4.1.5 A key element in achieving sustainable development is good design, which is indivisible from good planning. High quality and inclusive design should be the aim of all those involved in the development process. High quality and inclusive design should create well-mixed and integrated developments which avoid segregation and have well-planned public spaces that bring people together. Development should function well and add to the overall character and quality of the area, this requires carefully planned, high quality buildings. Good design should contribute positively to making places better for people. Design should be appropriate in its context and take opportunities available for improving the character and quality of an area.
- 4.1.6 It is fundamental to the Government's policies for environmental stewardship that there should be effective protection for all aspects of the historic environment. Physical survivals of our past add to the quality of life, by enhancing the familiar and cherished local scene and sustaining the sense of local distinctiveness which is so important an aspect of the character and appearance of our towns. The objective of planning processes is to reconcile economic growth and other needs with the need to protect the historic environment.

## **4.2 Regional Planning Policy**

- 4.2.1 The Regional Spatial Strategy for Yorkshire and the Humber to 2016 based on the Selective Review of RPG12 sets out strategic policies up to 2016. This is currently being replaced by a new style Regional Spatial Strategy which will cover the period up to 2021.
- 4.2.2 In relation to this site, key policies seek to focus development in town centres and the following policies are of particular relevance. Policy E1 seeks to make both existing city and town centres more attractive, high quality and safe places to live. In achieving this objective, development plans should include appropriate measures to concentrate new development of appropriate kinds within existing settlements respecting their character and setting and creating high quality, sustainable places where people choose to live, work and take their leisure.
- 4.2.3 Land use and transport integration is covered by Policy T1 which identifies the locational criteria which should inform the identification of land uses. Policy T3 Personal Transport identifies the need to widen travel choice and reduce car dependency and T6 relates to transport in the main urban areas including improved transport interchanges, enhancement to rail and bus services/co-ordinated ticketing etc.
- 4.2.4 Regional Planning Guidance also expects Councils to manage the release of housing based on advice from the Regional Assembly, current best practice, local circumstances and the application of the sequential approval. The preferred preference is housing allocations on previously developed land and conversions within urban areas.

## **4.3 Strategic Planning Policy**

- 4.3.1 The North Yorkshire County Structure Plan (Adopted October 1995) the policies of which are saved for a period of 2 years under the new planning system also provides the strategic planning policy context. It has an end date of 2006 and will eventually be replaced by the new style Regional Spatial Strategy which will provide the strategic content in the future.
- 4.3.2 The broad strategy is to focus the majority of new development in and around the main urban centres of York, Harrogate and Scarborough and thereafter market towns and service villages. These policies are complemented by those seeking environmental protection of the National Parks, AONB, the green belt and the countryside generally.
- 4.3.3 Housing policies set the general strategy for the location of development and the numbers of dwellings to be constructed in the districts. The policies confirm that provision will be made to maintain or extend the residential use of property in and around town centres (H9) through suitable new development, conversion and through use of vacant premises.
- 4.3.4 Shopping development will normally be permitted in or as an extension to existing shopping centres (S1). Single shopping developments over 15,000 sq ft gross floor area will only be permitted in or as an extension to an existing shopping centre.
- 4.3.5 With regard to the built environment, policies are consistent with Government advice. Areas of special townscape, architectural and historic interest will be afforded the strictest protection (E4).

## **4.4 Harrogate District Local Plan – adopted February 2001 (Altered May 2004)**

- 4.4.1 The strategy of the adopted Local Plan is environmentally driven, seeking to protect the special character and environment of both the rural and built environment whilst seeking an environmentally sustainable quantity, pattern and form of new development. Whilst the policies seek to ensure sufficient provision of both employment and housing land, the allocation of land for housing development is restrained, the plan seeking only to meet local needs and reduce in-migration from West Yorkshire. Employment development will seek to meet the needs of both local industry and commerce, whilst also allowing the creation of new businesses to accommodate inward investment.

- 4.4.2 Harrogate is identified as the main shopping centre for the district, although it is supported by a range of other town and district centres. These town centres are identified as the preferred locations for new shopping development which attracts many trips so as to maximise the opportunities for linked trips and travel by public transport. The scale of any new development should be consistent with the scale and function of the town in which it is located.
- 4.4.3 The site is within the defined Harrogate town centre area. The majority of the site lies within the defined shopping centre and is within 40 metres of the primary shopping frontage, although separated from it by Station Parade itself. It is identified for a number of uses and as an area for “townscape and environmental improvement”. It comprises one of three sites identified in Harrogate town centre for retail based development amounting to a total of 8,000 sq metres net, approximately 9,400 sq metres gross. The Station Parade site is identified as having the capacity for 4,500 sq metres net, based upon the quantum of floor space included within an earlier planning permission. Site specific policies set out the Council’s vision for a mixed development of the site, including an interchange between rail, bus, private car and taxi with appropriate community facilities (i.e. public toilets – CF3) the need to link the development through pedestrian links to the town centre, East Parade and the Victoria Centre, and the need to relate the development to nearby buildings are also identified.
- 4.4.4 Due to the historic importance of the town centre, the Local Plan sets out extensive design principles for new development and redevelopment. The relevant policies state that development which does not pay attention to these criteria will not be granted planning permission. Additionally, conservation policies also seek to ensure adequate archaeological investigation of sites prior to, or during development.
- 4.4.5 The Council’s housing monitoring report of September 2004 identified a rate of housing provision 27% in excess of Structure Plan targets. As a consequence, and in accordance with national and regional policy, a housing release management policy restricts future supply for the current plan period up to 2006. This is being achieved through applying severe restrictions to the release of Greenfield sites and large previously developed sites. Through the Local Development Framework consideration is currently being given to housing requirements post 2006. Early indications are that the new style Regional Spatial Strategy will reflect the existing RSS and seek to concentrate future housing growth in Harrogate.

#### 4.5 Site Specific Local Plan Policies

- 4.5.1 The site is located within the Harrogate Conservation Area and the **Shopping Area defined by Policy S2**. It is in a prestigious location, which is currently not exploited, as it forms an important point of entry to the town for those who travel by bus, rail and car and then either walk in to the town centre or continue their journey.
- 4.5.2 The site’s location within the Conservation Area and within a **Townscape and Environment Improvement Area as defined by Policy HD11j** means that the visual improvement of the area is seen as a high priority. Therefore, only the highest standards of design will be accepted on this site. The policy seeks through redevelopment and refurbishment to provide a bus station and transport interchange (**Policy T19**), shopping development (**Policy S6b**), refurbishment of the railway station, the provision of new toilet facilities (**CF3c**) and car parking (although this is no longer required). The policy goes on to state that shopping development should integrate with the pedestrian bridge link from Victoria Car Park to the Victoria Shopping Centre. Also that a comprehensive scheme is sought for this area, the design of which relates to Victoria Shopping Centre
- 4.5.3 Local Plan Policy S6b makes provision for 4,500 sq m of retail floor space as part of the comprehensive development proposals for this site. This area was based on the detailed application for the erection of a two storey mixed retail development with a pedestrian link to the Victoria Shopping Centre, which the Council were minded to approve in July 1997, subject to a Section 106 Agreement requiring the provision of a new bus station. This development did not proceed.

- 4.5.4 The Harrogate District Local Plan Annual Monitoring Report July 2002 identifies that the level of floor space envisaged on all three sites allocated for retail development under proposal S6 have failed to materialise. This is due to specific development issues on each site. The subject site is therefore seen as the only remaining site which can accommodate some of the identified town centre retail needs. There is under provision of retail floorspace in the town centre and the Council is seeking to maximise the level of ground floor retail development.
- 4.5.5 Local Plan Policy T19 identifies the need for a new bus station facility in Harrogate, which has now been provided. However, this has occurred without the provision of important facilities for the travelling public, including a waiting room and public toilets. The comprehensive development of the site is therefore expected to address these shortcomings.
- 4.5.6 Under Policy HD11j, it is specified that proposals for the site should consider the best way of providing improved facilities and services that are accessible to both bus and rail travellers, as well as other people visiting the town centre. In particular, it is envisaged that the feasibility of linking the bus station and railway stations should form part of any comprehensive redevelopment proposals for the site. It is envisaged that this may be brought to fruition by the relocation of the existing station facilities to a position adjacent to the existing bus station, with common facilities then being provided to maximise amenity to the travelling public. The railway industry is prepared to consider moving the station and North Yorkshire County Council are considering a substantial contribution to improving the facilities through the Local Transport Plan. The provision of an interchange at Station Parade is identified in the Harrogate and Knaresborough Integrated Transport Study as part of a package of measures to reduce traffic congestion.
- 4.5.7 Local Plan Policy HD11j makes provision for car parking as part of the redevelopment proposals for the subject site. In line with PPG13, this is no longer considered necessary as parking provision for this part of the town centre is provided in the nearby Victoria multi-storey car park, and the use of public transport should be encouraged in this accessible location. However, the potential loss of a well used car parking area adjacent to the station as a result of development does emphasise the importance of ensuring that the footbridges over the railway line form part of any redevelopment proposals. Access to the station and facilities must not be made worse than at present.
- 4.5.8 With regard to building design Policy HD11j states "The length of the Station Parade façade should relate carefully to the massing materials and details of the built form opposite".
- 4.5.9 Under Policy CF3c the Council require the provision of new public toilet facilities as part of a comprehensive development of the site. It is the Council's policy to seek to provide public toilets in relation to areas such as bus/rail stations as has recently been undertaken in Ripon and Knaresborough. The location of these facilities should be convenient and allow 24 hour access.

#### **4.6 Retail Capacity Study**

- 4.6.1 Harrogate Borough Council commissioned a Retail Study by CB Richard Ellis to help inform future retail policy and the future Local Development Framework. This was completed in February 2004 using the Council's detailed retail floor space statistics for 2002 and included a "retail capacity study" to help inform the Council on the future need for retail development up to 2011.
- 4.6.2 The findings of the Capacity Study demonstrate that the Borough is highly reliant on Harrogate town centre as its key retail destination. In particular, the Study suggested that the Council should consider the following additional retail provision up to 2011:-
- Additional main food retailing in Harrogate town centre and/or serving the northern part of Harrogate town to assist in potentially reducing cross town traffic movement.
  - The overall capacity for additional convenience retailing in Harrogate/Knaresborough, for which the Council should plan, is up to some 5,000 sq m of net floor space.

- The Council was recommended to plan for an additional 4,027 sq m net of comparison retailing for Harrogate town centre by 2006, increasing to 11,692 sq m net by 2011. It was noted that these figures would be further increased if Harrogate town centre made efforts to take market share from existing out of town retail destinations and if efforts were made to reduce leakage from the Harrogate central area.

4.6.3 The Study went on to comment that where additional floor space had been identified and the Council had determined through an assessment of qualitative deficiencies and sustainable travel plans that a need should be brought forward, suitable promotional policies should be used to assist in the process. The clear identification of an appropriate site, its appraisal and the preparation of a development brief that may become Supplementary Planning Guidance were recommended strategies. This development brief is therefore fully in accordance with the recommendations of that retail capacity study.

#### **4.7 Housing/Affordable Housing Policy**

4.7.1 The requirement for affordable housing arising from the development of this site must be assessed in terms of Criterion 4 of Policy HX (Managed Site Release up to 2006) and Policy H5 (Affordable Housing), both contained within the Harrogate District Local Plan 2001, altered May 2004.

4.7.2 Criterion 4 of Policy HX states that on previously developed sites measuring at least 0.3ha and/or where more than 9 dwellings are proposed, planning permission will only be granted for development that will deliver "substantial planning benefits". Paragraph 9X9 of the justification to Policy HX states that substantial planning benefits should address proven harm or need. For affordable housing to contribute as a substantial planning benefit it should be over and above that which would normally be required under Policy H5.

4.7.3 The Council's starting point for negotiating affordable housing under Policy H5 is 50% of the total number of dwellings proposed, unless the developer submits a financial appraisal to demonstrate that this level of provision is not viable. Under Policy HX, the Council requires a higher percentage (at least 60%) of affordable housing as a substantial planning benefit, unless there are other substantial planning benefits to weigh in the balance, in which case this requirement will be reduced.

4.7.4 The development of this site will deliver a number of substantial planning benefits to Harrogate and the District as a whole, in terms of a substantial and necessary improvement to public transport infrastructure, much-needed environmental improvements, maximise the opportunity for additional town centre retailing and the provision of public conveniences in the town centre. The costs involved in the delivery of these substantial planning benefits, such as the relocation of the railway station to create a transport interchange are significant and can only be provided on this site. As such it is recognised, from the preparatory work undertaken by the Consultants and used as the basis for this development brief, that there may be scope to relax affordable housing requirements depending on the value of any scheme coming forward, and an account of viability.

4.7.5 The comprehensive development of this key gateway site in the town centre is however seen as a priority by the Council. As such, the Council may, in accordance with policy, be prepared to accept a reduced level of affordable housing. The appropriate level of affordable housing will be derived from a financial appraisal and the relative importance placed on other substantial planning benefits provided as part of a scheme. For instance it is conceivable that the costs and benefits of providing the public transport interchange, comprehensive environmental improvements, and the need for competing uses on the site (eg retailing) would result in approval of a scheme without any affordable housing.

## **4.8 Design Policies**

- 4.8.1 This site is in the heart of Harrogate Conservation Area. Two major objectives within the Town Centre Conservation Area Designation Statement are:
- “1. To maintain and enhance the overall character of Harrogate Town Centre as a Spa town and high quality shopping centre”.
  - “2. To ensure that any development, redevelopment or alterations to buildings achieve the highest standards of design and reflect neighbouring traditional buildings in massing, proportions and materials and, in the case of alterations, style and detail”.
- 4.8.2 Additionally the design should comply with Harrogate District Local Plan policies HD20 Design of New Development and Redevelopment, and HD21 Shopfronts.
- 4.8.3 The site specific Policy HD11j acknowledges the visual importance of the Victoria Shopping Centre in the context of the site. This is not a building traditional to Harrogate and hence would not come within the precedents referred to under Objective 2 of the Conservation Area Statement, but it is a building of local interest that heavily influences the character of Station Parade. The development of this site should reflect the shopping centre in terms of massing onto the street, proportions and materials at street level. The development should not attempt to copy the style and detail of the Victoria Centre but should reflect the elegance and refinement of detail.

## **4.9 Other Local Plan Policies**

- 4.9.1 In addition to the specific issues mentioned above, a number of other Local Plan policies will be important in considering proposals for this site. The Harrogate District Local Plan can be viewed at [www.harrogate.gov.uk/planning](http://www.harrogate.gov.uk/planning). Information and copies of other planning guidance documents referred to in this brief are also available from the Council.

## **4.10 Planning History**

- 4.10.1 A planning history of the site and surrounding area is attached at Appendix 2.
- 4.10.2 There is one ongoing major application relevant to the subject site. Coalhouse Properties (Harrogate) Ltd have had application N0 6.79.6853.T.FULMAJ refused planning permission on 15.07.2003. A further application 6.79.6853.U.FULMAJ from the same applicant was also refused on 29.06.2004. They have initiated an appeals process and an inquiry date has been set for early September 2005.

## **5.0 DEVELOPMENT GUIDELINES**

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### **5.1 Introduction**

- 5.1.1 The following development guidelines have been prepared in accordance with government planning and design guidance, local planning and design guidance and the local characteristics of the site and its context.
- 5.1.2 The objective of this section is to provide guidance on the potential development of the subject site. It has been prepared against the background of the Council's objective of seeing the whole of the subject site developed in a comprehensive manner based on an agreed overall strategy. The Council recognise that the site could possibly be developed in phases but in order to be acceptable to the Council, any phased development will have to be progressed on the basis of plans that do not compromise a comprehensive overall approach. It is therefore anticipated that any development is more likely to be undertaken as a single overall scheme.

- 5.1.3 An indicative scheme identifying one way in which the site could be developed in a way which is both comprehensive and viable is included in Appendix 5. This scheme has been prepared by the consultants.

## **5.2 Mix of Uses**

- 5.2.1 As a key town centre site that falls within the defined Harrogate town centre and predominantly within the defined shopping centre, it is anticipated that a mix of uses will be acceptable in any new development. In particular, the site has been identified within the Harrogate District Local Plan as having the capacity for 4,500 sq metres net of new retail floor space. This figure is based on the quantum of floor space contained within an earlier planning application and is not necessarily an upper limit.
- 5.2.2 In addition to the core retail use, it is anticipated that a range of licenced and leisure uses could also be acceptable if considered to be compatible with the overall development of the site. These may include bars and restaurants, nightclubs, health and fitness and other associated leisure uses. Some of these uses may give the ability to utilise upper parts of new buildings.
- 5.2.3 Subject to market demand, hotel and office uses would also be acceptable in planning terms and would help to further diversify the mix. This could also be an ideal location for the provision of community facilities and services.
- 5.2.4 Harrogate Borough Council have stringent policies relating to the creation of new housing within the District up to 2006. However, the new Local Development Framework currently under preparation will identify future housing sites post 2006. The basis for these allocations is the Urban Housing Capacity Study (UHCS). This site is identified as a potential housing site in the UHCS. Specific advantages include brownfield site, accessible town centre location with good access to public transport services and facilities, and the potential to provide housing of a type currently lacking in Harrogate. From a commercial perspective, residential development is potentially seen as a strong driver of comprehensive development on the Station Parade site. The housing market within Harrogate continues to go from strength to strength and demand for flats and apartments in accordance with the current "city centre living" boom is expected to be strong. However, the creation of residential accommodation on the site will need to address the Affordable Housing Policy addressed in section 4.7 above. Local authorities are required to consider the accessibility of the services they provide to customers. This site has many advantages in relation to the provision of services and the Council should be contacted at an early stage to discuss potential opportunities.
- 5.2.5 In conclusion, a range of uses will be acceptable on the Station Parade site and any development should have the objective of creating a vibrant mixed use scheme that builds upon the site's highly advantageous location adjacent to the current bus and train facilities. This will be further enhanced by the over-riding objective of creating a new transport interchange on the site as part of a comprehensive development.

## **5.3 Transport Interchange**

- 5.3.1 The proposal to provide a Transport Interchange that incorporates both the railway and bus stations is a long standing aim of Harrogate Borough Council, North Yorkshire County Council, Network Rail, and Northern Rail Ltd. The Strategic Rail Authority and Blazefield Holdings also support the provision of this facility and early consultation with all parties should take place.
- 5.3.2 The provision of a transport interchange in Harrogate can be justified for the following reasons:-
- Regional Spatial Strategy Policy T6 identifies the need to make provision for interchanges. The emerging new style Regional Spatial Strategy is likely to continue this



policy. Harrogate, within the North Yorkshire Context, provides one of the few opportunities to create an interchange with the bus and rail stations near to each other.

- The proposal is being taken forward in partnership with Network Rail, Northern Rail Ltd and North Yorkshire County Council and has the support of passenger user groups.
- It is government policy to encourage integrated transport and improvements for public transport users, in order to reduce traffic congestion.
- The provision of an interchange forms part of the draft recommended package of measures in the Harrogate and Knaresborough Integrated Transport Study (HAKITS) that seeks to develop solutions to the transport problems and issues in Harrogate and Knaresborough.

#### 5.3.3 Discussions with Network Rail, Northern Rail Ltd, Harrogate Borough Council, North Yorkshire County Council and Harrogate and District Travel indicate that a transport interchange should provide the following facilities

- An outline survey of the station area summarised that the total area needed for rail industry facilities is about 705m<sup>2</sup>, plus an additional 300 m<sup>2</sup> for a foyer area. Therefore the minimum total area needed is 1,005m<sup>2</sup>. This does not allow for any increase in size of the ticket office (at least 4 serving points will be required), and includes for the replication of the dilapidated refreshment rooms as a 247.9 m<sup>2</sup> retail area. Detailed design of the ticket office, waiting rooms and other facilities will need to be discussed with the train operator at an early date.
- Offices and crew facilities for the bus operator (although in agreement with the bus operator these could be provided nearby);
- Shared information point for bus and rail services;
- New Passenger Information Display System (PIDS) – providing information on both trains, buses and express coaches which is accessible to all. Consideration should be given to the provision of hearing loops;
- Left luggage facilities (if a viable business proposition – this would need to be agreed with the train operator);
- Consideration of the inclusion of banner space providing delegates to the conference centre with key information;
- Toilets at ground level open 24 hours;
- Waiting room facilities;
- A seamless CCTV system should be provided throughout the interchange area ideally this should be linked to the existing town centre 24hr surveillance system;
- Café and other retail/refreshment outlets appropriate for a transport interchange;
- Secure cycle parking;
- The station and interchange should have a clear presence and should be visible on Station Parade.

The site falls approximately 5.5m from south to north resulting in a difference in levels between the station platform and site levels. There must be disabled access to the Rail and Bus Stations and this must meet with the requirements of Northern Rail Ltd and the Strategic Rail Authority. Early discussions to establish requirements will be necessary.

#### 5.3.4 North Yorkshire County Council included a provisional allocation of £200,000 for a new transport interchange in their Local Transport Plan budget for 2005. The County Council is currently preparing its second Local Transport Plan for the period 2006-2011 and the Borough and County Councils are currently in discussion regarding the provision of funds towards the interchange and improvements to Station Parade. The work undertaken for this development brief will enable a more informed allocation to be made. The provision of a comprehensive travel/information/booking centre, provision for community transport, real time information, and improvements for disabled access all contribute to the delivery of the objectives included in LTP2. In addition improvements for safety, reducing congestion on Station Parade and improving facilities for pedestrians and cyclists also have a positive contribution to the delivery of LTP objectives. It will therefore be important to coordinate the availability of funding and the timetable for any new development.

- 5.3.5 Detailed consultation with Network Rail and Northern Rail Ltd has indicated that there can be no guarantee of a financial contribution towards a new transport interchange from those bodies. However, both accept that the current train station is in need of improvements. Consideration however, could be given to the development of a business case for improvements in the context of other studies being undertaken to improve the Leeds-Harrogate-York line, the provision of an interchange and the role these play as part of a package of measures to reduce traffic congestion and car use in line with Government Policy. This is a matter which the Borough Council in consultation with other organisations will consider further.
- 5.3.6 Having completed the development of their new bus station facilities in the last few years, BlazeField Holdings Ltd are unlikely to be willing to contribute towards the new transport interchange in capital terms. However, in the sale of part of their land to Coalhouse Properties (Harrogate) Ltd, they had committed to lease first floor accommodation with a net lettable area of 2,750 – 3,250 sq. ft of first floor office and staff accommodation. It is therefore anticipated that they will be willing to take a lease on any new bus station facilities in respect of such accommodation provided as part of the transport interchange. Further discussion and consultation with BlazeField Holdings Ltd on this matter will obviously be required.

#### **5.4 Urban Design Guidance**

- 5.4.1 The relevant Local Plan policies governing urban design are contained in HD11 – Townscape and Environmental Improvement; HD20 – Design of New Development and Redevelopment; and HD3 – Control of Development in Conservation Areas, and also HD21 – shopfronts.
- 5.4.2 The subject site is situated in the Low Harrogate and the Town Centre Conservation Area. The Designation Statement produced by Harrogate Borough Council contains information on the historical and architectural significance of the area and also the Council's objectives for designating the area.
- 5.4.3 Neighbouring building facades of architectural value are as identified on the local plan proposals map. There are no listed buildings on the subject site, the nearest listed structure is the Grade II listed Jubilee Monument.
- 5.4.4 Existing buildings along the Northern section of Station Parade are predominantly 2/3 storey high Victorian buildings with shops on the ground floor and storage, office or living accommodation above. Travelling south along Station Parade, the first major deviation from this category is the large mass of the 3 storey 1980's Victoria Gardens Shopping Centre, which is based on Palladian designs. Opposite is the 1960's Exchange Tower complex (which includes the existing station, an 11/12 storey office tower (refurbished in 2003), and externally tired looking retail units that turn the corner onto Station Bridge.
- 5.4.5 Development within the site should look to enhance the appearance of the town centre as a high quality shopping centre and should not detract from the general character and appearance of the Conservation Area. Any development should be attractive in its own right and should seek to make a positive urban design statement within the town centre. Whilst any new buildings should respect the character and setting of the adjacent town centre they should also promote a forward looking civic aesthetic appropriate for such an important town centre gateway development in the conservation area.
- 5.4.6 The development site has the potential to provide buildings that enhance existing vistas. These include:
- The vista along Cambridge Street looking towards the existing bus station egress onto Station Parade.
  - The view south up Station Parade when standing at the Cheltenham Parade/Station Parade junction.
  - The view along Cheltenham Parade towards Bower Street.

These are marked on the plan in Appendix 4 showing key issues to be addressed in the sites development.

- 5.4.7 The development has the potential to provide a building that successfully completes the enclosure of the area south of the pedestrian bridge which includes Station Parade, the Monument Garden and the forecourt of Victoria Shopping Centre. The development should provide a form that ensures a pleasing composition as seen from Station Gardens.
- 5.4.8 Any future development should utilise construction materials in a sustainable manner paying due respect to local distinctiveness and vernacular detail. Consideration should also be given to the use of energy efficiency and re-useable energy technology where appropriate. Building detail design should be of high quality and careful consideration given to quality of material specification in prominent areas of the development. The use of stonework, particularly at lower level, will create continuity with Harrogate tradition.
- 5.4.9 As the vista along Cambridge Street into the site is important from an urban design perspective, the Council will consider favourably proposals that terminate this vista with an element of built form that creates a tower/landmark feature. Proposals of this scale would reinforce the gateway aesthetic of a train/bus interchange. It should be visually prominent and immediately legible to the visitor when approaching from the town centre and form an attractive composition with the forms of the Victoria Centre, Victoria Car Park and the Exchange building.
- 5.4.10. The view south along Station Parade towards the new bus and train interchange should have a civic scale and appearance. Building proposals should be of exemplar design with due reference to the both the Cambridge Street and Station Parade vistas. It is possible that dependent on the wind direction, there may be an amount of wind turbulence on the leeward side of Exchange Tower. In considering development on the subject site, there will need to be careful consideration of wind turbulence factors. The element that forms a backdrop to the bus station as seen from the north should be of a similar scale, or taller, than Victoria Car Park, as a low building here would not provide sufficient physical impact on the larger open space formed by the Bus Station and this part of Station Parade.
- 5.4.11 Development proposals located to the North of the site should respect the scale of the existing 3-4 storey height Victorian buildings lining the opposite side of Station Parade and also the two storey building adjacent at 1-9 Station Parade on the other side of the narrow Bower Street. Consideration could be given to creation of a higher section of building to act as a focal point and terminate the vista at the head of Cambridge Street however this should not excessively overbear Bower Street, such that it would create a canyon effect. The Council will encourage retention of the existing trees where development allows. Any building design should acknowledge the proximity of the railway and adjacent pedestrianised Bower Street.
- 5.4.12 Future development should seek to envelop the existing 2<sup>nd</sup> floor pedestrian bridge link between the Victoria Shopping Centre and multi storey car park and maintain its position where possible. Proposals for reworking the section of bridge that spans Station Parade in a "lighter aesthetic" could help to define urban blocks of a different period.
- 5.4.13 The form and scale of the proposed building along Station Parade opposite the Victoria Shopping Centre should respect that of the Shopping Centre and also ensure that the enclosure of the street is not excessive. A canyon effect will not be acceptable, the sectional proportions of the street should reflect others within the town in order to maintain the character of the conservation area. The Council will look favourably at building proposals along this section of Station Parade that respect the scale and rhythm of the Victoria Shopping Centre and reinforce the "sense of place".
- 5.4.14 The elevational treatment should reflect the function of the building, thus the treatment of the ground/mezzanine and any first floor retail elements should be clearly different to the treatment of development above.

- 5.4.15 The texture, finish and detail of masonry should reflect local tradition, that is rusticated stone or stonework with deep joints at lower levels and smooth face above, and with appropriate high quality detail.
- 5.4.16 If the shopfronts are not incorporated into the development until a later stage the developer must ensure through legal agreement that the shopfronts are of consistent design, of high quality, appropriate to the design of the development, and in accordance with the Council's guidance on shopfronts. It is suggested in light of the proportions of the Victoria Shopping Centre, that the shopfronts are generous in height and pass through two floors as necessary to reflect those of the Shopping Centre and other high quality shops in the town.

## **5.5 Public realm**

- 5.5.1 The Council will require developers to formulate comprehensive landscaping proposals for the site taking into consideration its affect on the wider public realm.
- 5.5.2 There are existing trees along Station Parade and it is recognised that these help a little in creating a buffer zone between Station Parade and the adjacent buildings. Within any future scheme for Station Parade the Council will encourage enhancement of these trees and possible relocation towards the kerb thus enabling greater potential for street level vitality.
- 5.5.3 A full landscaping scheme will be required as part of a planning application. This must address all aspects of hard and soft landscaping and street furniture to reflect the importance of this gateway site within the town centre, in particular the potential for water features and landscaping in this area. Contemporary design that enhances the conservation area would be appropriate if the proposed building is of contemporary design. Materials are to be of the highest quality, ideally stone paving should be used. Early consultation should take place with the Design and Conservation and Parks sections on design and maintenance. The design must be of high quality and also reflect the town's position as a centre of floral excellence.
- 5.5.4 Pavement areas surrounding the new interchange should be maximised to help create a public realm that befits such an important gateway for the town. Current levels of access and permeability through the site should be maintained and where possible enhanced for all users. Development proposals should not create desire lines for pedestrians which would encourage conflict with vehicles in particular in relation to the bus station.
- 5.5.5 The Council is keen to encourage works of art to enhance buildings and spaces. Work could include landscaping, street lighting, street furniture, sculpture or water features. The Head of Arts in the Council's Museum Service should therefore be involved at an early stage in the site's design.

## **5.6 Parking Issues**

- 5.6.1 In the creation of a new transport interchange, it is envisaged that short stay car parking currently using the station forecourt would be relocated to the rear car park accessed off East Parade. Long stay public car parking would continue to be provided at the rear of the station adjacent to platform 2 with access from East Parade.
- 5.6.2 Consultation with Network Rail, Northern Rail Ltd and the Strategic Rail Authority revealed that they will not accept any reduction in parking numbers as a result of the new development. Using spaces in the basement of the Victoria Car Park could offset the loss of long stay car parking due to the relocation of these facilities. A total of 26 long stay parking spaces for railway users could be provided in the basement, which would give a small increase in the amount of parking for railway passengers. It would also be feasible to provide separate access/egress to the basement of the Victoria Car Park for residential/hotel/rail parking. This arrangement would require this level to be blocked off from the levels above to avoid misuse and for security. The proposal will require further discussion with the Borough Council but could be achieved through a lease or through the season ticket system.

5.6.3 In addition, the current Network Rail parking would be removed from the rear of the bus station. The preferred option to replace these facilities is to provide a new area of car parking close to the electricity sub-station next to Bower Street, to the east of the railway track. A total of 20 spaces are required for rail employees. This is shown as an inset to the indicative scheme plan included in Appendix 5, further discussion will be required with Network Rail and Northern Rail Ltd on this matter.

5.6.4 Secure cycle parking is provided within the Victoria Car Park. Cycle Parking should also be provided as part of the interchange development. The level of parking provided should be determined by the Transport Assessment required under 6.13. The provision of cycle parking must be in accordance with the Strategic Rail Authority's Guide to Cycling Policy, November 2004.

## **5.7 Taxi Provision**

5.7.1 Taxi parking is currently available on the station forecourt and this will need to be relocated as part of any development proposals. Alternative arrangements will need to be agreed with Northern Rail Ltd, Network Rail and local taxi organisations at an early stage in the design process.

5.7.2 The indicative scheme included in Appendix 5 includes the relocation of the existing taxi rank on Station Parade further north so that passengers leaving the interchange can easily access the head of the taxi rank. In addition there is a safe drop off/pick up point located outside the interchange. Provision for taxis could also be made to the rear of the station. Improvements such as platform ticket machines and provision of shelter and other facilities for rail users could improve this location as a taxi drop off/pick up point. However this is a matter to be agreed further with Network Rail and Northern Rail Ltd within the context of the wider development of the site and location of an interchange.

## **5.8 Highways - Station Parade**

5.8.1 The improvement of Station Parade is seen by the consultants to be an essential element in the successful development of this site. Currently Station Parade acts as a barrier between the site and the town centre. The indicative scheme in Appendix 5 therefore outlines the basis for improvements in this location. In addition to the improvements for taxis referred to above, and the provision of a pick up/drop off point, provision is also made for community transport and servicing.

5.8.2 The junction between Station Parade, Cheltenham Parade and the bus station entrance could be improved for both vehicular and pedestrian traffic. There is also a high pedestrian accident rate on Station Parade which needs to be addressed. The Borough Council is therefore in discussion with North Yorkshire County Council regarding provision for a comprehensive study for Station Parade and its inclusion within the new Local Transport Plan 2006-2011.

5.8.3 It is envisaged that the existing bus station will remain in its current location and would operate as it does presently. Disruption to the bus station as a result of this development must be avoided wherever possible and early consultation with the local authority and bus operator are recommended. In addition as part of any planning application details of construction/phasing etc will be required, as outlined in para 6.3. Blazefield Holdings Ltd has advised that complete closure of the bus station for any period will not be agreed and this is supported by the Borough Council. However, in order to improve access for buses and pedestrians there may be some short term impact on the operation of the bus station and this will need to be agreed with the bus operator and the Council.

- 5.8.4 A review of the location of the two pelican crossings on Station Parade has taken place in relation to the indicative scheme for the site. To enable better provision for pedestrians to access the bus station, interchange and town centre more safely and conveniently pedestrian crossings are provided to the north and south of the junction with Cambridge Street and across the exit from the bus station. The crossing located to the south of site is relocated slightly as part of the scheme.

## 5.9 Development Servicing

- 5.9.1 The servicing arrangements for this town centre, mixed use development require careful and innovative thought. Two key factors must be paramount in any proposals:

- 1) Servicing arrangements on site and from the highway must be enforceable and ensure that unauthorised use and vehicle obstruction is avoided.
- 2) The safe and efficient operation of the bus station must not be compromised.

The indicative scheme included in Appendix 5 outlines an option for a number of servicing points which the consultants and the Borough Council consider viable subject to the discussion and agreement of their detailed operation and enforcement with the bus company and any developer. Site servicing is achieved in the following manner.

- Provision of a lay-by on Station Parade to serve new retail units/ and residential development which will be controlled by Highway Traffic Orders enforced by the Borough Council. This lay-by should be able to accommodate one rigid vehicle and one articulated vehicle at anyone time. Cars will not be permitted to use the lay-by but it will enable better community transport access to the interchange.
- A separate access adjacent to the bus station entrance will enable servicing of the residential block to the north of the site and also servicing by larger vehicles of the interchange (including cash collection vehicles), kiosk units, and residential development to the south of the site on a controlled basis. Exit for these larger vehicles will be via the bus station exit subject to agreement being reached with Blazefield Holdings. Exit for smaller vehicles will be via the existing junction with Station Parade. A barrier should be provided and these arrangements need to be agreed with the bus operator. A management strategy for servicing the site which satisfies all parties will be required as part of any planning application. See para 6.12.

## 5.10 Indicative Scheme

- 5.10.1 As part of the detailed work undertaken in the preparation of this development brief, the Consultants undertook a detailed review of the preferred scope of development for this site. A plan included in Appendix 4 indicates key issues to be considered in the site's development. Potential schemes were prepared and consultation undertaken with the key stakeholders. Following this consultation and comments received from the consultation exercise a revised indicative scheme for the site has been prepared and plans are included in Appendix 5. This represents one way in which the site could be developed in a comprehensive and viable way.
- 5.10.2 The plans envisage the relocation of the railway station to a new integrated transport interchange adjacent to the existing bus station. The frontage between the transport interchange and Exchange Tower is developed as a high quality retail building trading over multi levels. Above these buildings, a range of potential uses are possible including high quality residential space. A further residential block is envisaged close to the junction of Station Parade and Bower Street. Station Parade is to be the subject of further discussions between the County and District Councils and the preparation of a detailed study.
- 5.10.3 Servicing arrangements for the site have already been outlined in Section 5.8.

5.10.4 Included in Appendix 4 are photographs of some older and modern buildings in Harrogate, together with some building details indicating the types of building detail appropriate for this site. Developers are strongly recommended to contact the Borough Council at the earliest opportunity to discuss their design ideas for the site. The use of a simple block model to illustrate scale and massing will be requested. This site represents a unique opportunity to:

- realise major benefits for the bus and rail transport users of the town,
- provide, post 2006, town centre homes, and
- make a significant enhancement to the town centre's retail offer.

This mix of development cannot be provided anywhere else in the town centre and is key to its vitality and viability.

In addition to the above and to achieve sustainable development the built form, which will be a major feature in the townscape, must be of a very high quality of design.

5.10.5 In order to achieve a comprehensive development on this site the Council will consider the use of its Compulsory Purchase Powers if appropriate and necessary.

## **6. INFORMATION REQUIRED AS PART OF ANY PLANNING APPLICATION**

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- 6.1 A general list of information required as part of any planning application is set out below. As the subject site falls within a Conservation Area, all applicants should note that a full planning application will be required rather than an outline. In addition, an application for conservation area consent will be required for the demolition of buildings over 115 cubic metres.
- 6.2 A Design Statement prepared in accordance with PPS1 which includes an analysis of townscape character, design philosophy and management aims, addressing sustainable principles and local distinctiveness. This should include a detailed landscape strategy for the site to be agreed with the Design and Conservation Section.
- 6.3 Site clearance plan showing demolitions, contractors access/working areas, areas/features to be safeguarded/removed and location/type of protective fencing. A method statement including a Phasing Plan for the development will be required to show how the works will minimise disruption to the bus station and Station Parade.
- 6.4 Earthworks and drainage plan and sections showing areas of excavation and spreading, topsoil stripping, storage and spreading, contamination control, services
- 6.5 Plans, elevations and sections of the built form at an appropriate scale to illustrate the proposed building and its relationship with surrounding buildings clearly and in sufficient detail to compare floor levels. Additional larger scale elevations, sections and plans at 1:50 and 1:5 will be required to illustrate typical details of special areas/features. A location plan and site plan that clearly illustrates land ownership. Also larger scale part elevations, sections and plans to show details.
- 6.6 Street scene views and elevations illustrating how the proposed development will look from key identified points around the site.
- 6.7 Planting plan showing location, species, sizes, density, provenance and site preparation and a layout plan for the hard landscaping to show proposed surfacing materials and street furniture etc.
- 6.8 Phasing plan showing any advance works, phased construction and planting, programme of works.
- 6.9 Arboricultural method statement to BS 5837:1991.
- 6.10 Sketches and sections to illustrate walls, fences, changes in levels, site furniture, etc.

- 
- 6.11 Outline specification including preparatory works; plant species, size, provenance, treatment between lifting and planting, planting operations; protection; maintenance provision including watering; materials and construction of paving, roads, railings, fences, steps, walls and gates.
  - 6.12 Management Strategy – details of servicing arrangements for the site to be agreed with Harrogate and District Travel, and the Borough Council.
  - 6.13 Transport Assessment and Travel Plan – scope to be agreed with Harrogate Borough Council at an early date.
  - 6.14 Topographical survey at a scale no less than 1:500 showing contours and levels (contour interval to be no greater than 0.5 metre) to include adjacent boundaries, properties and adjoining highways.
  - 6.15 Full engineering details of all proposed highway forecourt and drainage construction to include longitudinal sections, cross sections, construction details, materials specification, lighting setting out drawing, and finished floor levels.
  - 6.16 For residential development: the proposed approach to affordable housing provision and the commuted payment for education facilities and public open space. A full financial appraisal must be submitted to justify the level of affordable housing proposed. Further advice on the financial appraisal can be found on the Council's website at [www.harrogate.gov.uk/planning](http://www.harrogate.gov.uk/planning). The information is included in the leaflet Affordable Housing Planning Guidance for Developers and Planners 2004. See Annex 3, the leaflet is also available as a paper copy and can be obtained by telephoning 01423 556586.
  - 6.17 A detailed scheme for the investigation and recording of contamination. Detailed proposals for the removal, containment or otherwise rendering harmless any contamination (the Reclamation Method statement).
  - 6.18 A drainage feasibility report showing details of the proposed means of disposals of foul and surface water drainage, including land drainage and any balancing works and off-site works.
  - 6.19 Prior to any approval an air quality report should be submitted by a suitably qualified Environmental Air Quality consultant. The contents of this report should be discussed at an early stage with the Borough Council.



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## **7.0 CONTACT DETAILS**

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FOR FURTHER PLEASE CONTACT:

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## APPENDICES

Appendix 1 - Site Plan

Appendix 2 - Planning History

Appendix 3 - Indicative Ownership Plan

Appendix 4 - Plan showing key issues to be addressed in the site's development/photographs of site and Harrogate details

Appendix 5 - Indicative Scheme

- Site plan
- 1<sup>st</sup> Floor Plan
- Mezzanine
- 2<sup>nd</sup> Floor Plan
- Typical 3, 4, 5<sup>th</sup> floors
- 6<sup>th</sup> Floor Plan
- 7<sup>th</sup> Floor plan
- Cross Sections

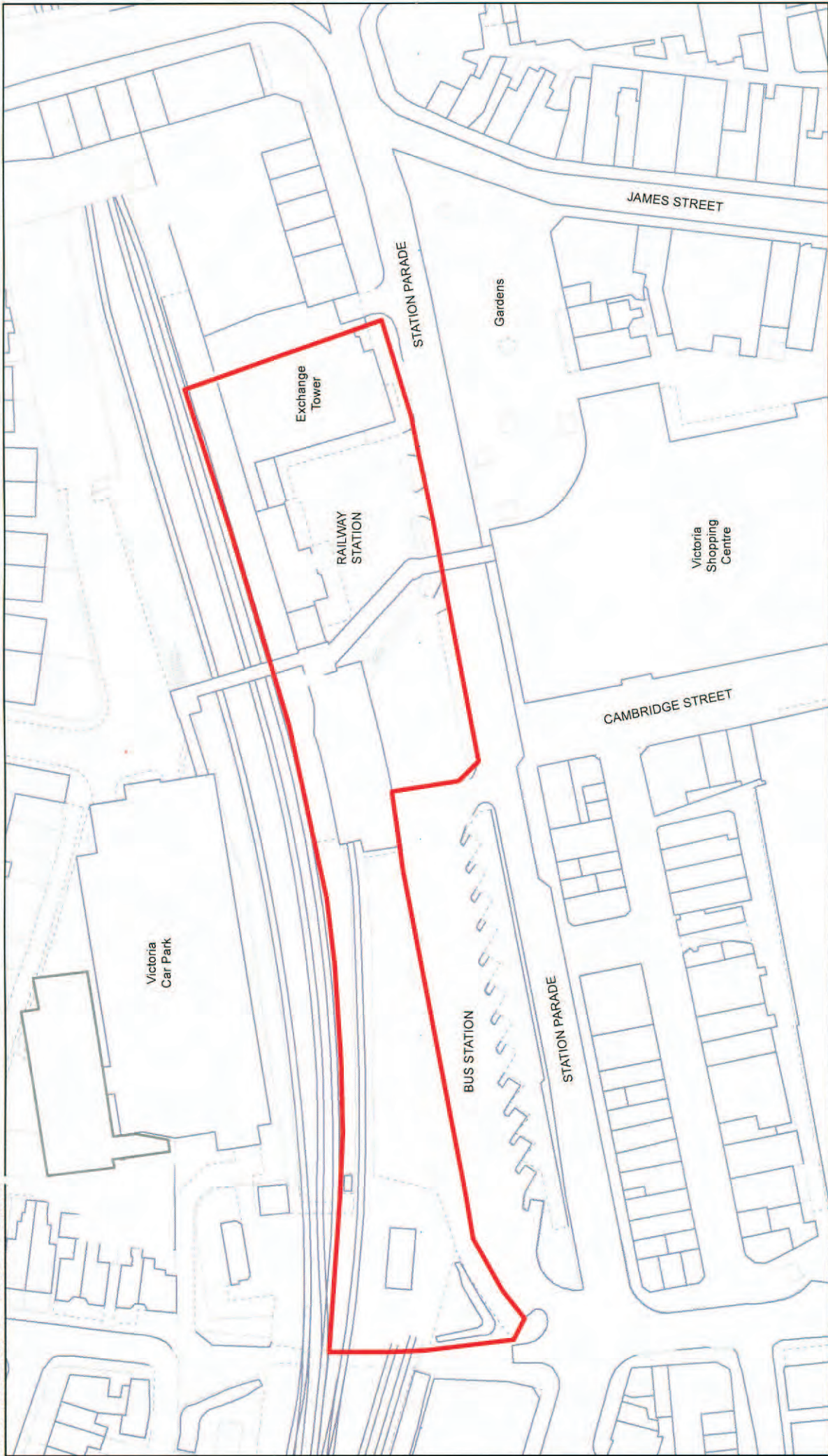
Appendix 6 - Plan of Sewer


# APPENDIX 1: Site Plan

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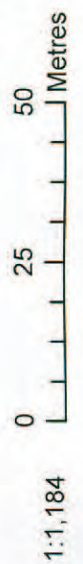


**APPENDIX 1 - SITE PLAN**



 Development Brief  
Site Boundary

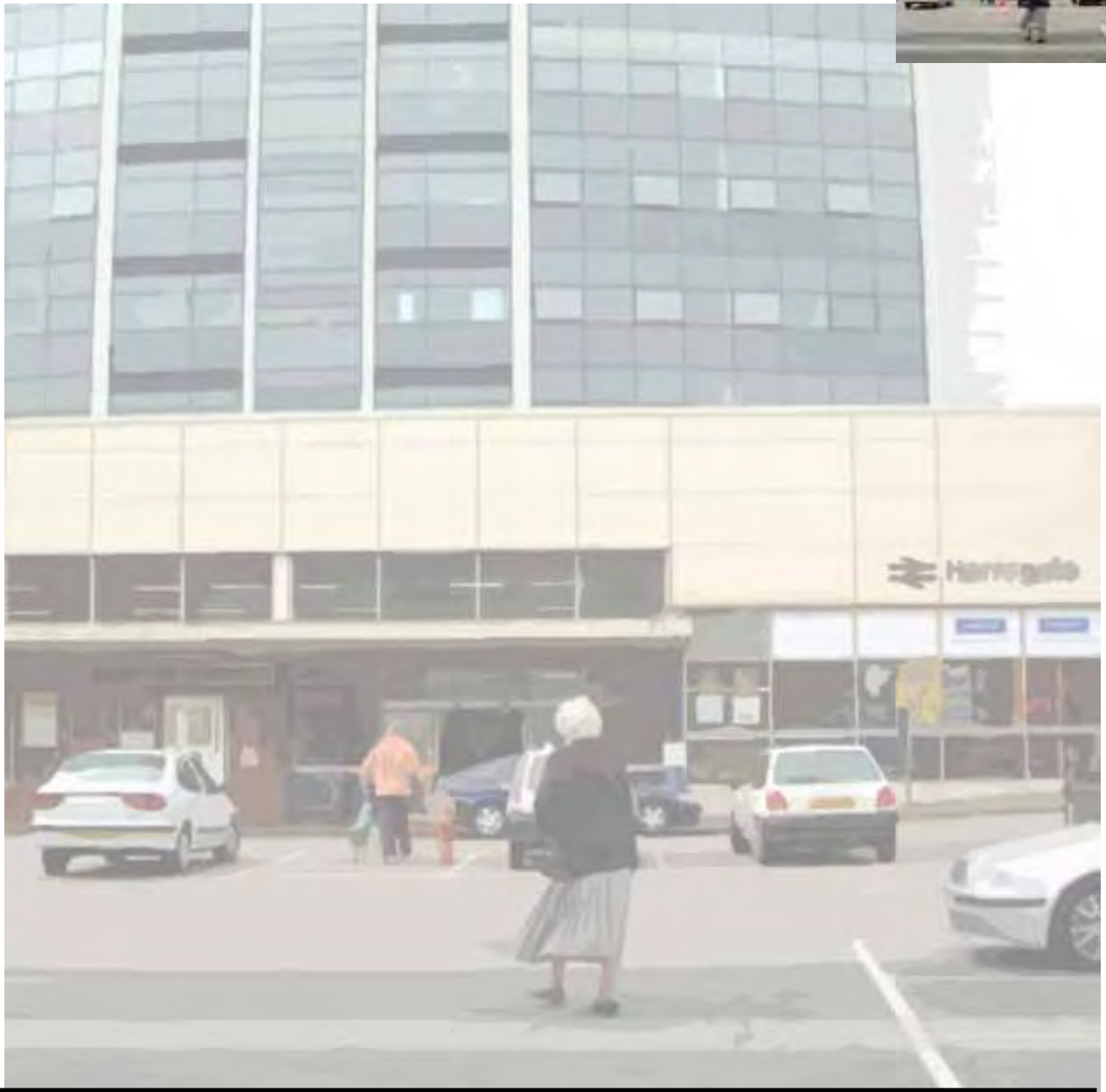
**STATION PARADE,  
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## APPENDIX 2: Planning History

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## PLANNING HISTORY SCHEDULE – Harrogate Railway Station

	<u>Date of Application</u>	<u>Ref.</u>	<u>Address</u>	<u>Description of Development</u>	<u>Date of Decision</u>
1.	11/06/1997	6.79.6853.P.CON	Harrogate railway station	Application for conservation area consent to demolish the existing platform buffet building, sidings, repair shed, maintenance building and wall east of bus station.	01/02/2002
2.	23/12/1993	6.79.5583.B.PA	Harrogate railway station	Over cladding of existing façade.	15/02/1994
3.	05/10/1990	6.79.5583.A.OA	Harrogate railway station	Outline application for re-development of Harrogate BR station to form new station accommodation, retail development and ground level car park.	06/11/1990

## PLANNING HISTORY SCHEDULE – Harrogate Bus and Railway Station

	<u>Date of Application</u>	<u>Ref.</u>	<u>Address</u>	<u>Description of Development</u>	<u>Date of Decision</u>
1.	16/07/1996	6.79.5583.OA	Harrogate bus and railway stations	Redevelopment of existing railway & bus stations to provide new stations & ancillary accommodation; retail shops; and car parking.	Pending

## PLANNING HISTORY SCHEDULE – Car Park adjoining Harrogate Station

	<u>Date of Application</u>	<u>Ref.</u>	<u>Address</u>	<u>Description of Development</u>	<u>Date of Decision</u>
1.	16/04/2003	6.79.6853.T.FULMAJ	Car park adjoining Harrogate bus station	Erection of 2 storey building comprising 5 no. ground floor retail units (A1) and 1 <sup>st</sup> floor office (B1) and storage.	15/07/03

## PLANNING HISTORY SCHEDULE – Harrogate Bus Station

	<u>Date of Application</u>	<u>Ref.</u>	<u>Address</u>	<u>Description of Development</u>	<u>Date of Decision</u>
1.	27/09/2002	6.79.6853.S.FUL	Harrogate bus station	Installation of glazed screens to bus station.	28/10/2002
2.	19/11/2001	6.79.6853.R.FUL	Harrogate bus station	Revised scheme to previously approve Permission No. 6.79.6853.Q.FUL for redevelopment of Harrogate Bus station, including alterations to layout and bus stands.	28/12/2001

	<u>Date of Application</u>	<u>Ref.</u>	<u>Address</u>	<u>Description of Development</u>	<u>Date of Decision</u>
3.	09/04/2001	6.79.6853.Q.FUL	Harrogate bus station	Redevelopment of Harrogate bus station including provision of 15 no. bus stands and erection of canopy with removal of 3 no. bus stands from street.	11/06/2001
4.	20/03/1997	6.79.6853.O.FUL	Harrogate bus station	Erection of 2 storey mixed retail development with 3 <sup>rd</sup> storey pedestrian link to and from the Victoria Gardens shopping centre and car park; erection of new bus station.	20/03/1997
5.	27/05/1994	6.79.6853.N.OA	Harrogate bus station	Development of a department store and unit shops, together with ancillary storage, associated car parking, service facilities and bus station.	16/11/1994
6.	15/04/1994	6.79.6853.M.AA	Harrogate bus station	Free standing hoarding with associated fencing.	06/06/1994
7.	30/03/1994	6.79.6853.L.PA	Harrogate bus station	Re-instatement of bus station use as part of site and provision of public car parking on remainder.	23/05/1994
8.	30/03/1994	6.79.6853.K.PA	Harrogate bus station	Re-instatement of use of site as a bus station.	23/05/1994
9.	14/05/1993	6.79.6853.J.PA	Harrogate bus station	Change of use to provide a surface car park with provision for ticket collection booths and barriers.	13/07/1993
10.	24/02/1992	6.79.6853.I.PA	Harrogate bus station	Application for consent to display five advertisement hoardings and three, twelve sheet ones (non-illuminated).	02/04/1992
11.	24/02/1992	6.79.6853.H.PA	Harrogate bus station	Proposed change of use to provide car park with provision for ticket collection booths, barriers, pedestrian footpath, and bus lay-by.	02/04/1992
12.	18/11/1991	6.79.6897.B.PA	Harrogate bus station	Revised design and external appearance for pedestrian bridge link across BR station site to proposed multi-storey car park.	28/01/1991
13.	09/05/1991	6.79.6897.A.PA	Harrogate bus station	Erection of pedestrian bridge link between multi-storey car park and 'Victoria Gardens' (market hall redevelopment) and linking platforms one and two of the station.	18/06/1991

	<b><u>Date of Application</u></b>	<b><u>Ref.</u></b>	<b><u>Address</u></b>	<b><u>Description of Development</u></b>	<b><u>Date of Decision</u></b>
14.	25/04/1991	6.79.6853.G.PA	Harrogate bus station	Temporary installation of an accommodation unit on Harrogate bus station forecourt for drivers' rest room.	18/06/1991
15.	14/02/1991	6.79.6853.F.PA	Harrogate bus station	Change of use from bus station to car park.	26/03/1991
16.	17/12/1990	6.79.6853.E.OA	Harrogate bus station	Duplicate outline application for redevelopment to provide A1 retail and B1 business uses with provision for bus lay-by facility, pedestrian footbridge car parking and servicing.	12/02/1991
17.	17/12/1990	6.79.6853.D.PA	Harrogate bus station	Outline application for redevelopment to provide A1 retail and B1 business uses with provision for a bus lay-by facility, pedestrian footbridge car parking and servicing.	26/03/1991
18.	05/10/1990	6.79.6896.PA	Harrogate bus station	Pedestrian bridge link from end of proposed Victoria Gardens retail scheme across Station Parade to BR Harrogate station.	06/11/1990
19.	05/10/1990	6.79.6897.OA	Harrogate bus station	Outline application for pedestrian bridge link from end of proposed bridge link across Station Parade, across Harrogate Station to proposed car park.	06/11/1990
20.	14/08/1990	6.79.6853.OA	Harrogate bus station	Redevelopment of the bus station site to provide a mixed development comprising A1 retail and B1 business uses with provision for car parking and servicing.	06/11/1990
21.	14/08/1990	6.79.6853.C.PA	Harrogate bus station	Redevelopment of the bus station site to provide a mixed development comprising A1 retail and B1 business uses with provision for car parking and servicing.	06/11/1990

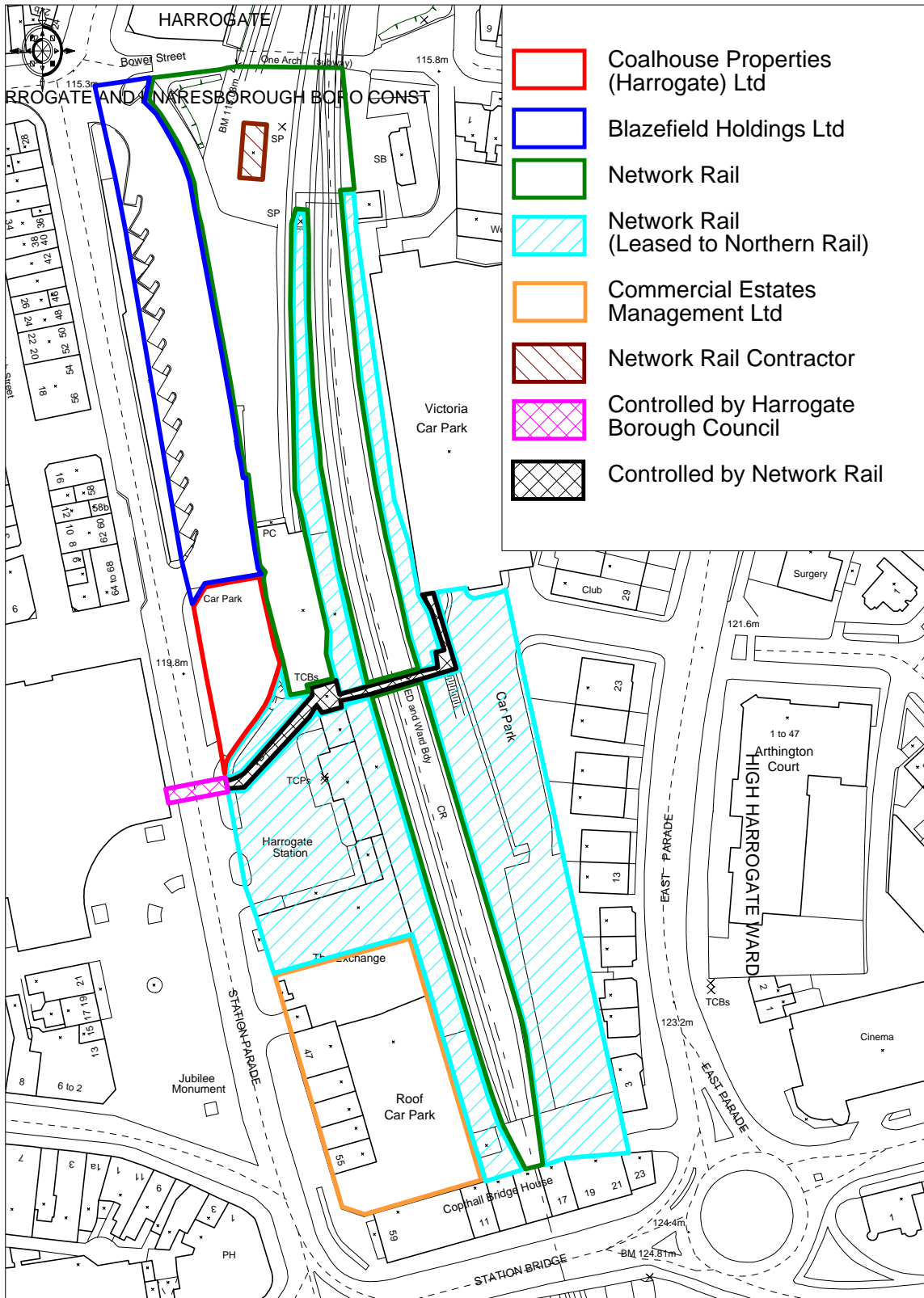
22.	14/08/1990	6.79.6853.B.PA	Harrogate bus station	Redevelopment of the bus station site to provide a mixed development comprising A1 retail and B1 business uses with provision for car parking and servicing.	06/11/1990
23.	14/08/1990	6.79.6853.A.OA	Harrogate bus station	Redevelopment of the bus station site to provide a mixed development comprising A1 retail and B1 business uses with provision for car parking and servicing.	06/11/1990

# APPENDIX 3: Indicative Ownership Plan

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# Harrogate Station Area Ownership Plan



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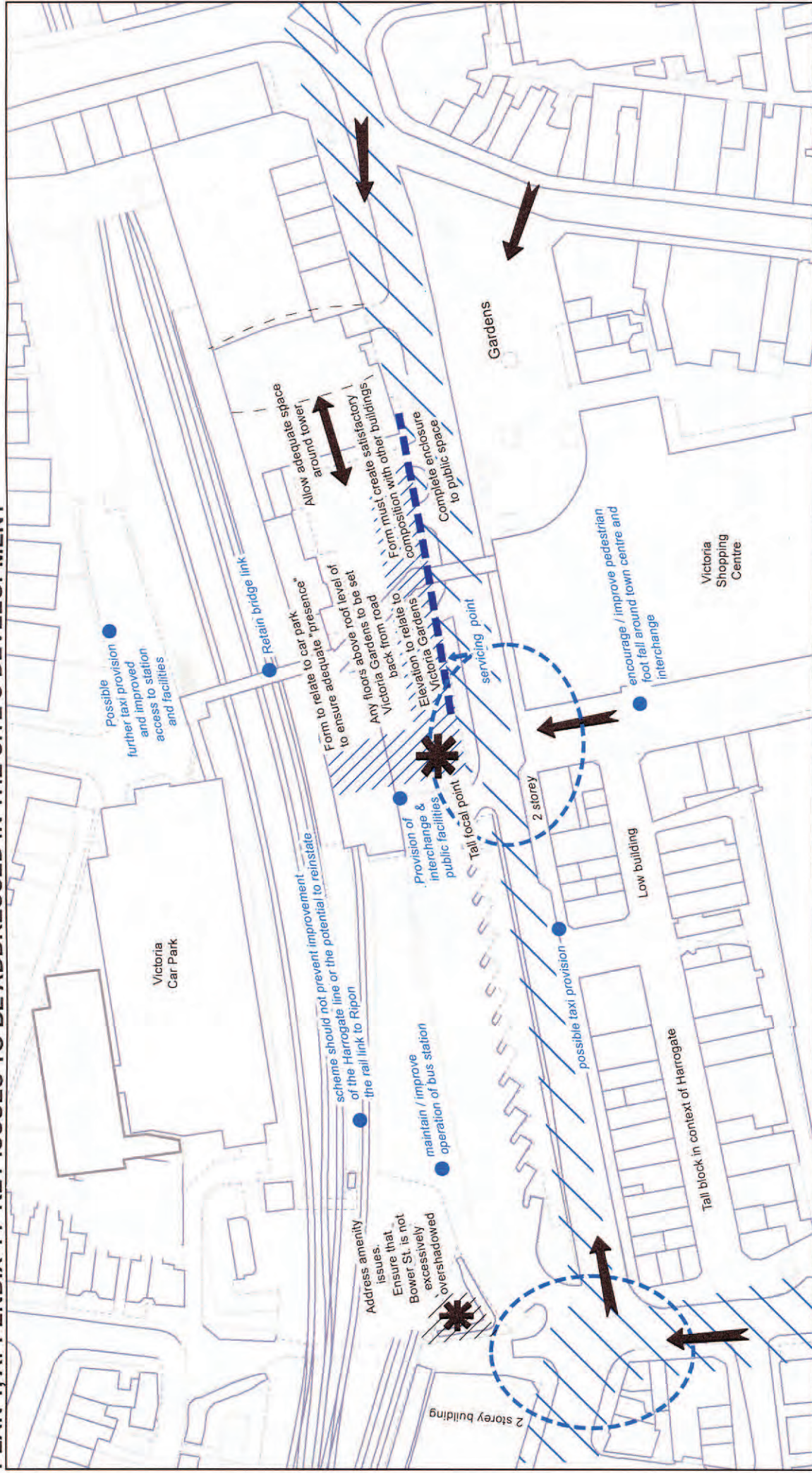


**APPENDIX 4:**  
Plan Showing Key Issues to be  
Addressed in Site's Development/  
Site Photographs & Harrogate Details

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**PLAN 1, APPENDIX 4 : KEY ISSUES TO BE ADDRESSED IN THE SITE'S DEVELOPMENT**



**Urban Design Issues**

- Important vistas. Development to provide an attractive visual "stop"
- Landmark/important focal point to be created
- Elevation as annotated
- Form as annotated

**Transport Issues**

- Address safety, transportation & environmental improvement issues
- Pedestrian, cycle and vehicle conflict to be addressed

*Transport note*

**STATION PARADE, HARROGATE**

1:1,220

0 25 50 Metres

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Station Parade - view south to Exchange Tower.



Station Parade - view of station.



Station Parade - view north to footbridge.



Station Parade - view of footbridge.

## SITE CONTEXT



Cambridge Street - view east to Victoria Car Park.



Station Parade - view north from footbridge.



View north from footbridge over railway.



Station - view north to footbridge.

## SITE CONTEXT



Station Parade at junction of Cheltenham Crescent.



Bower Street junction with Station Parade.



Station Parade looking north.



Bridge over Station Parade.

## SITE CONTEXT



Victoria Gardens Shopping Centre.



The Exchange Tower.



Corner of James Street.



Travelodge, The Ginnel.



Retail Unit, Cambridge Street.

## CONTEMPORARY HARROGATE BUILDINGS



Housing, Montpellier Gardens.



Shop and housing, Commercial Street.



Jubilee Car Park, Union Street.



Exhibition Hall M.

## CONTEMPORARY HARROGATE BUILDINGS



Rusticated stone base, smooth and pitched over.



Generous lower storey height, ornate window surrounds, pilasters and eaves cornice.



Hewn, dressed and carved stone details. Small course height at high level.

## TRADITIONAL HARROGATE STONE DETAILS



Pitched stone base and ashlar above.



Ashlar infill to steel frame.



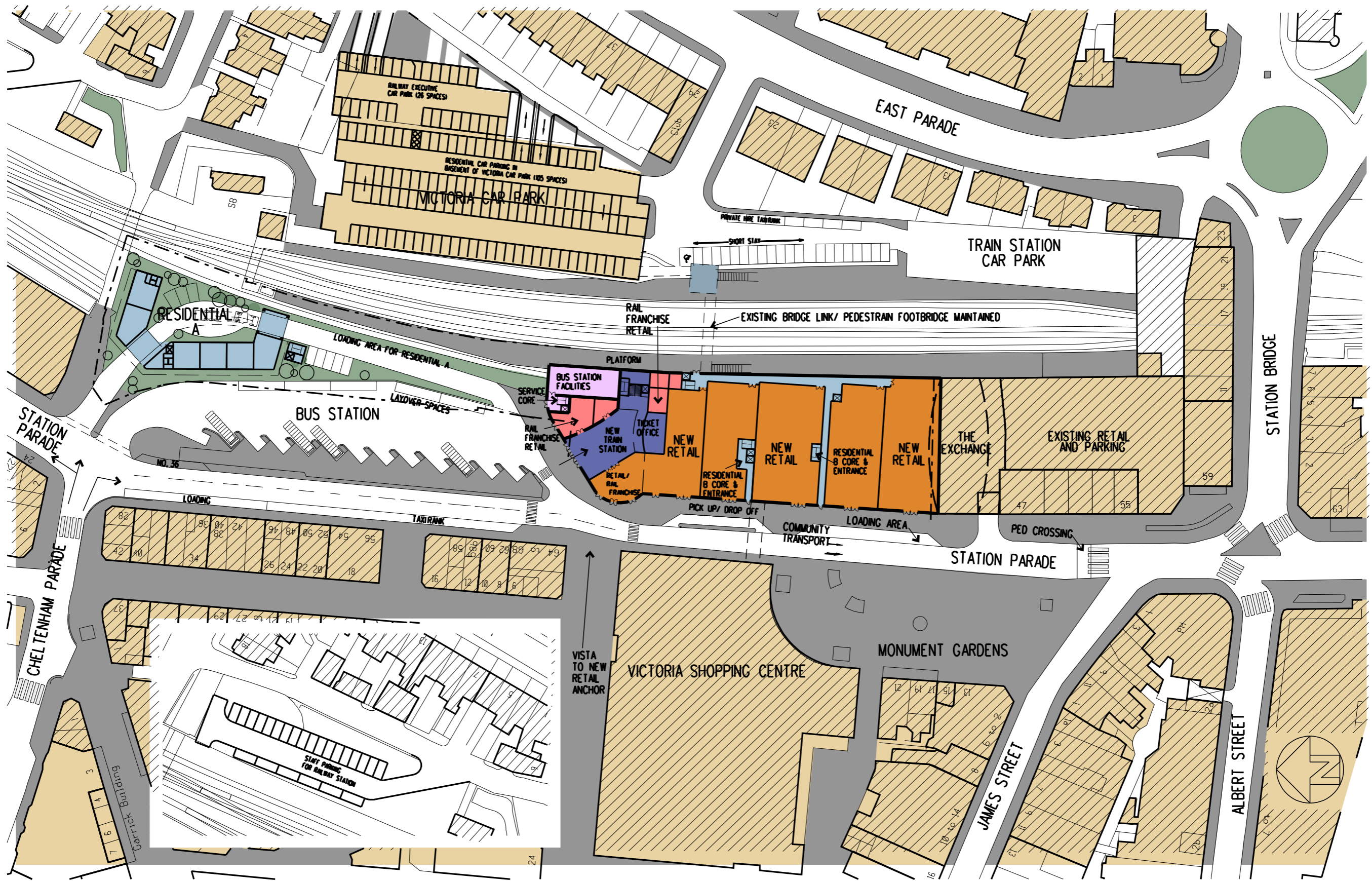
Modern interpretation of the classical orders.



**APPENDIX 5:**  
Indicative Scheme

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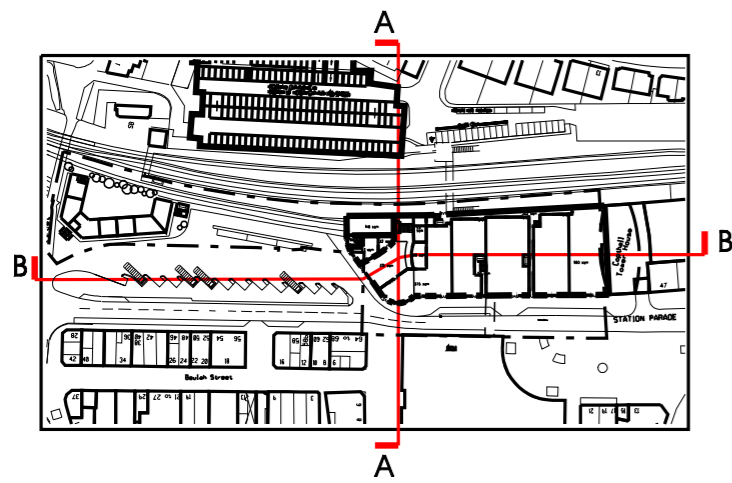
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# STATION PARADE, HARROGATE. SITE PLAN (INDICATIVE)

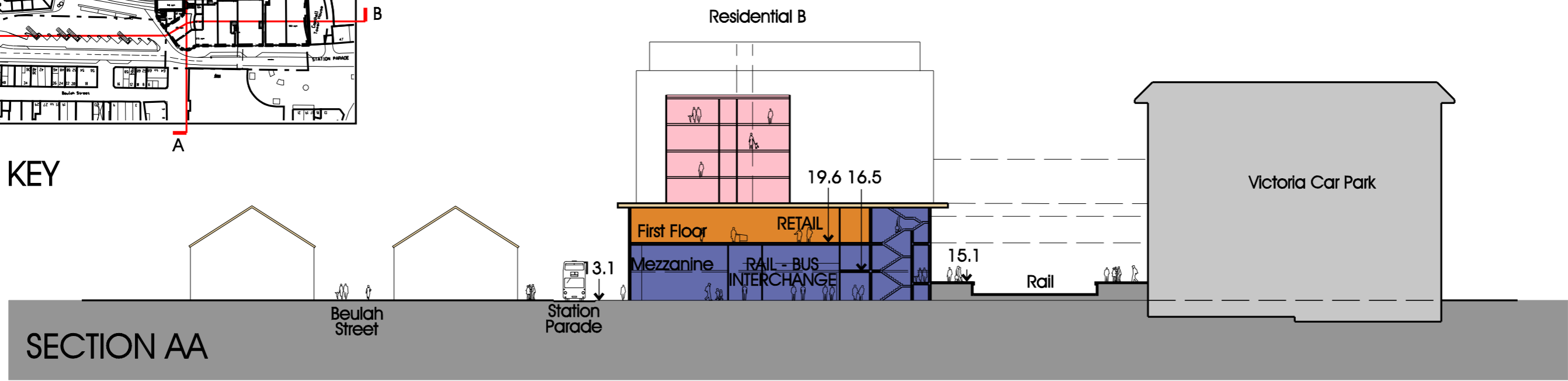
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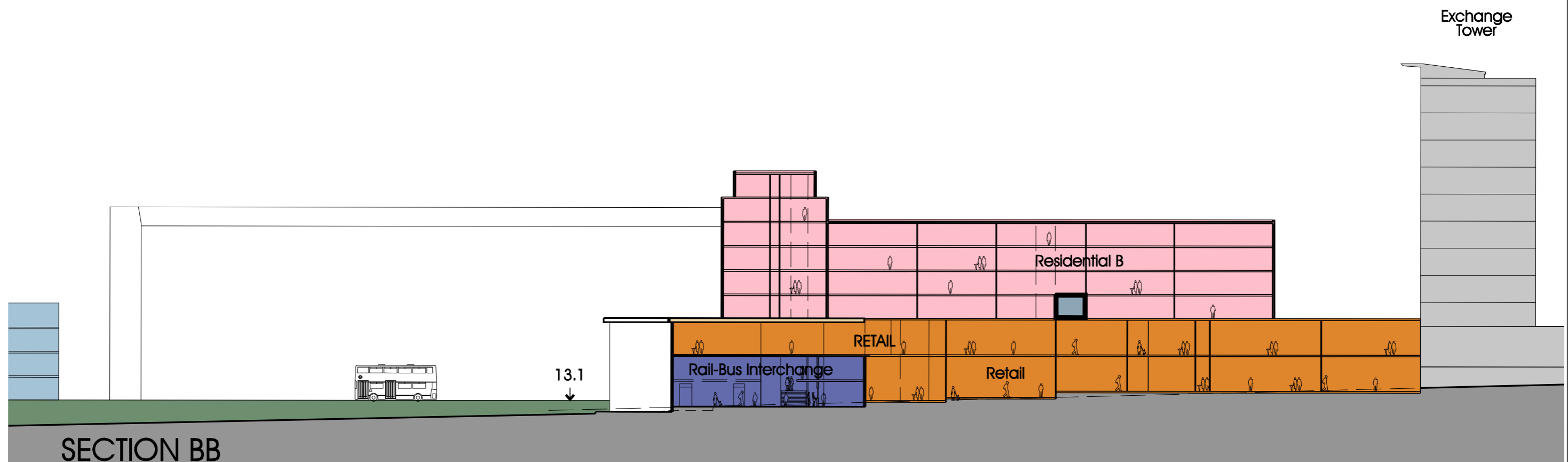




KEY



SECTION AA



SECTION BB

25/04/05

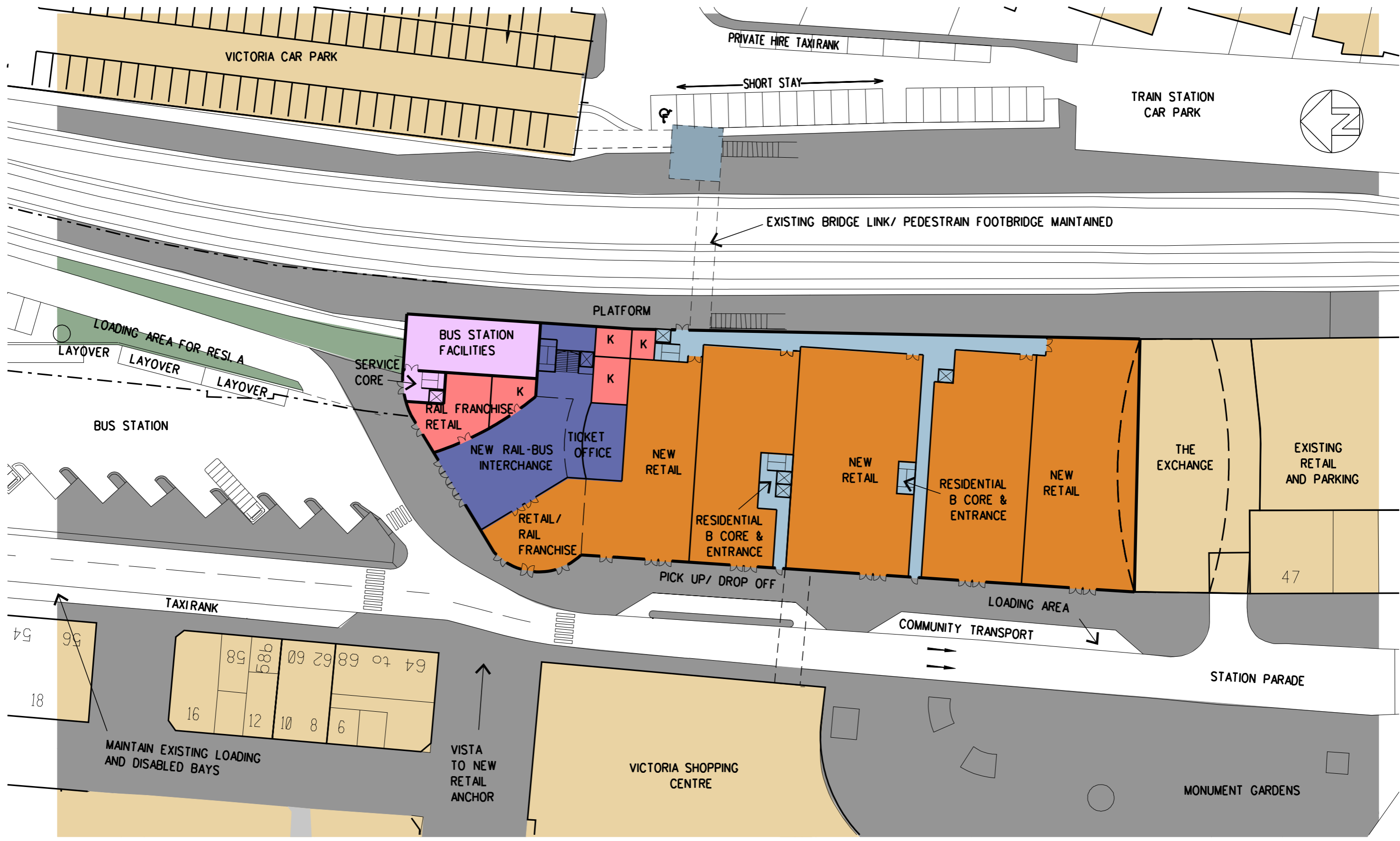
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STATION PARADE, HARROGATE. SECTIONS (INDICATIVE)

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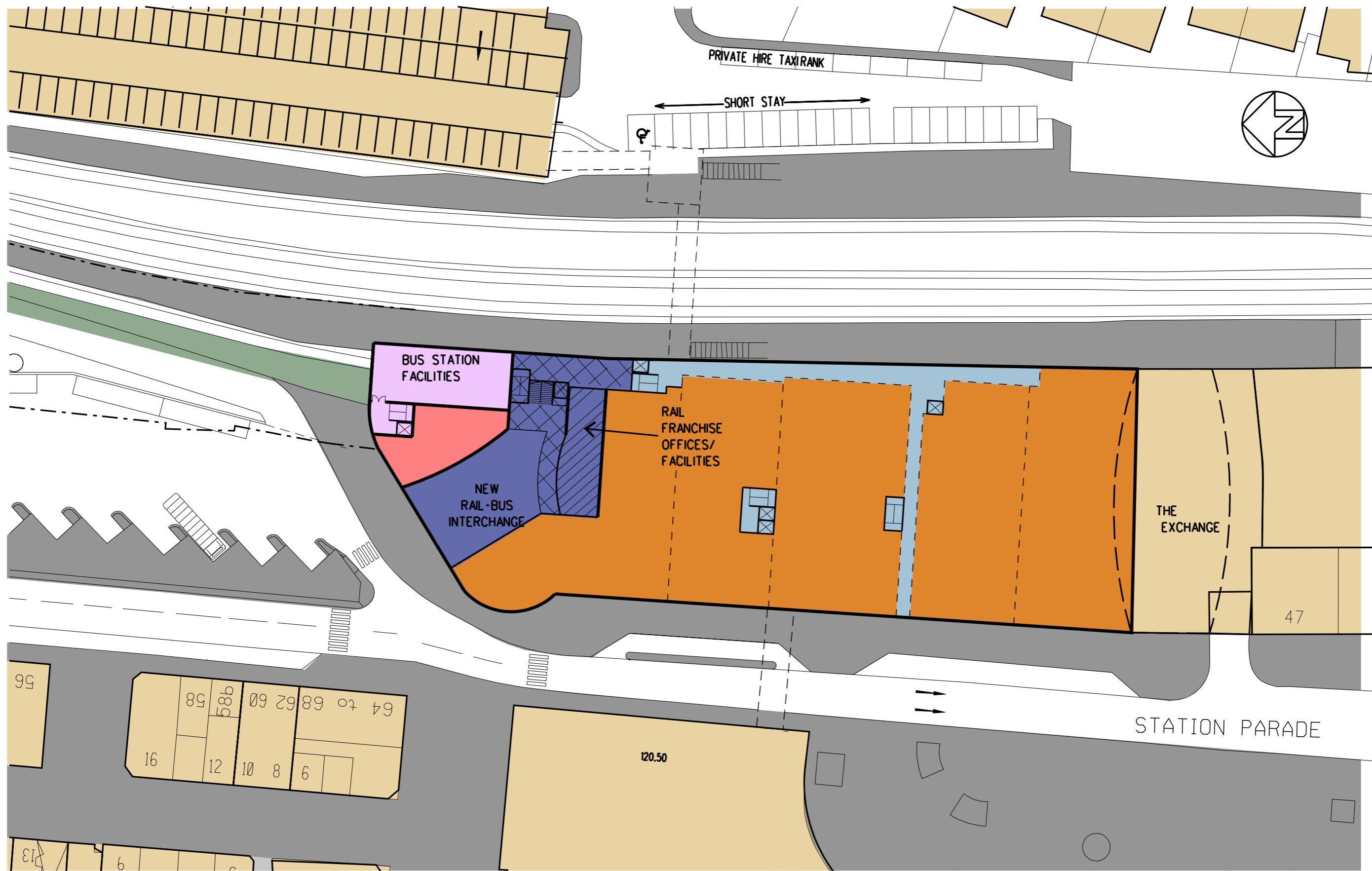
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# STATION PARADE, HARROGATE. GROUND FLOOR (INDICATIVE)

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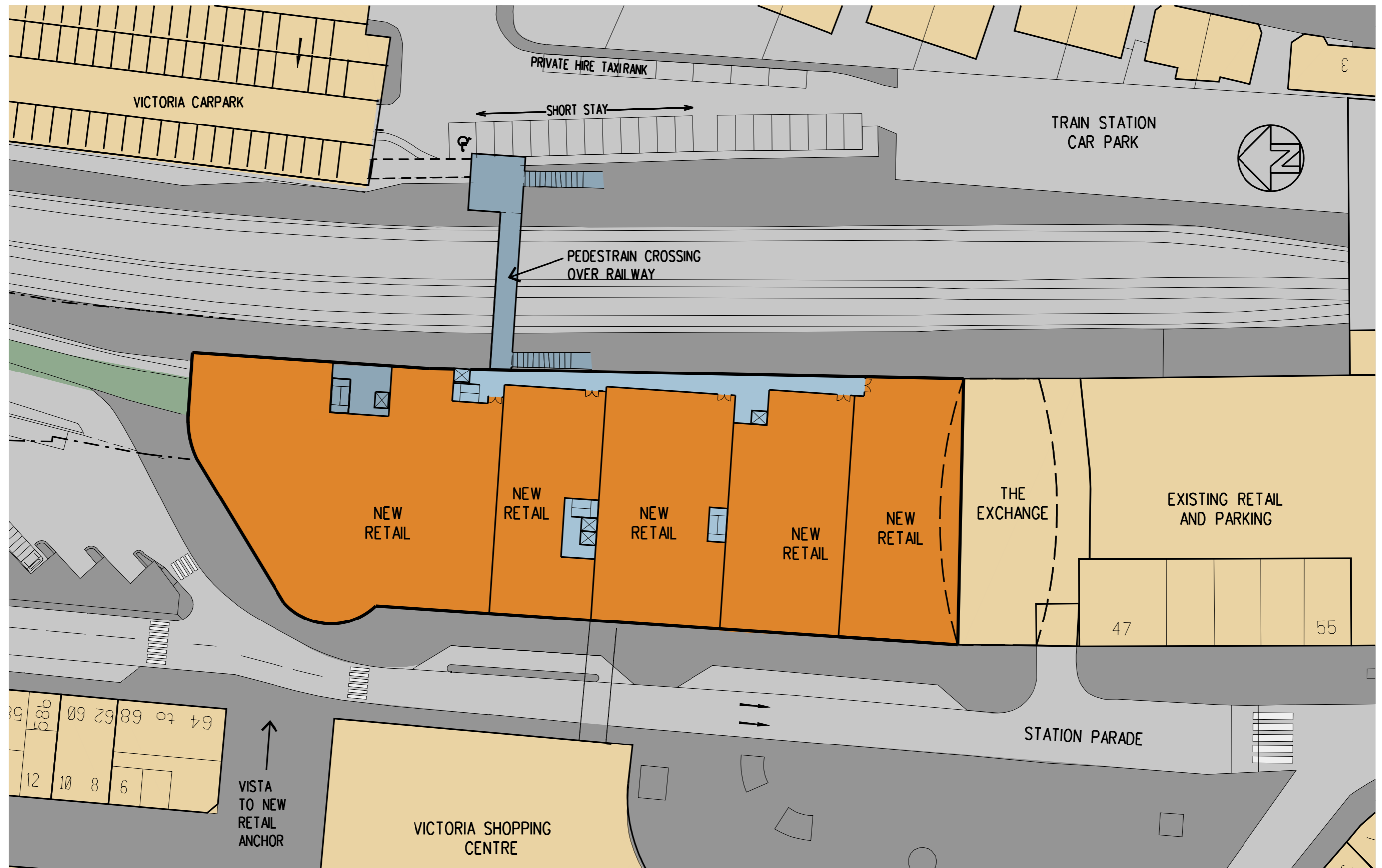
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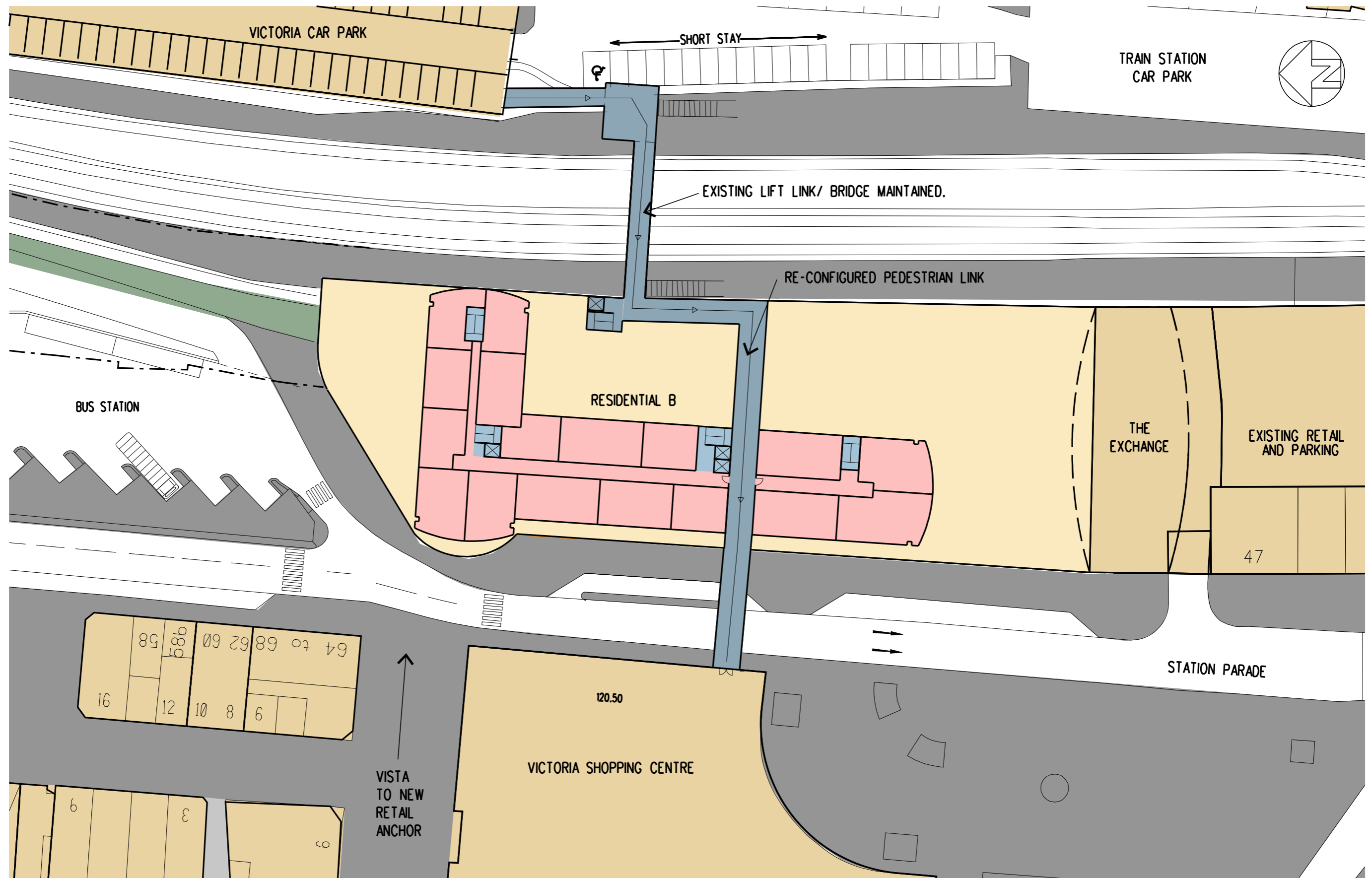
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# STATION PARADE, HARROGATE. FIRST FLOOR (INDICATIVE)

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# STATION PARADE, HARROGATE. SECOND FLOOR (INDICATIVE)

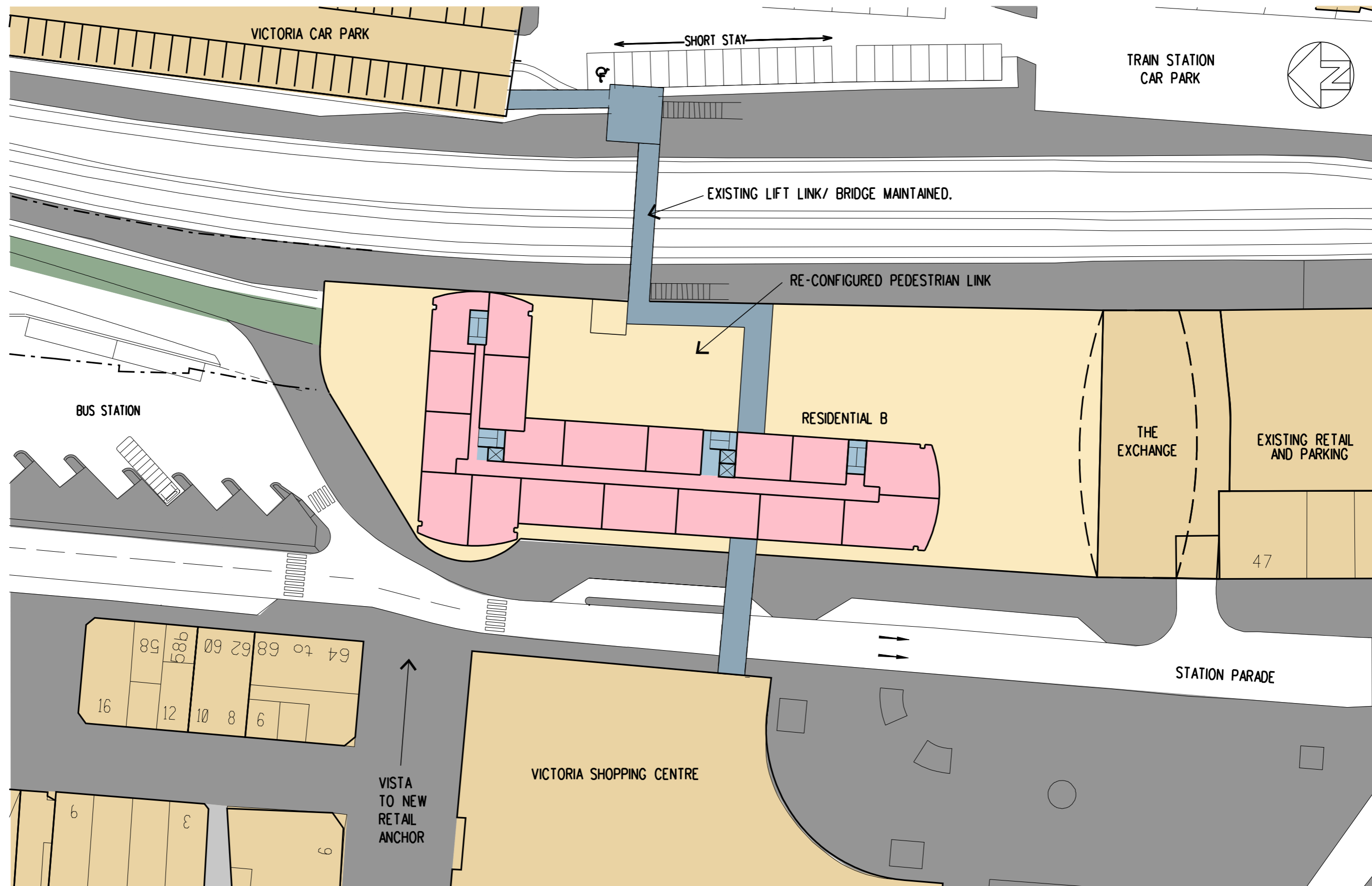
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25/04/05

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# STATION PARADE, HARROGATE. TYPICAL 3rd, 4th & 5th FLOORS (INDICATIVE)

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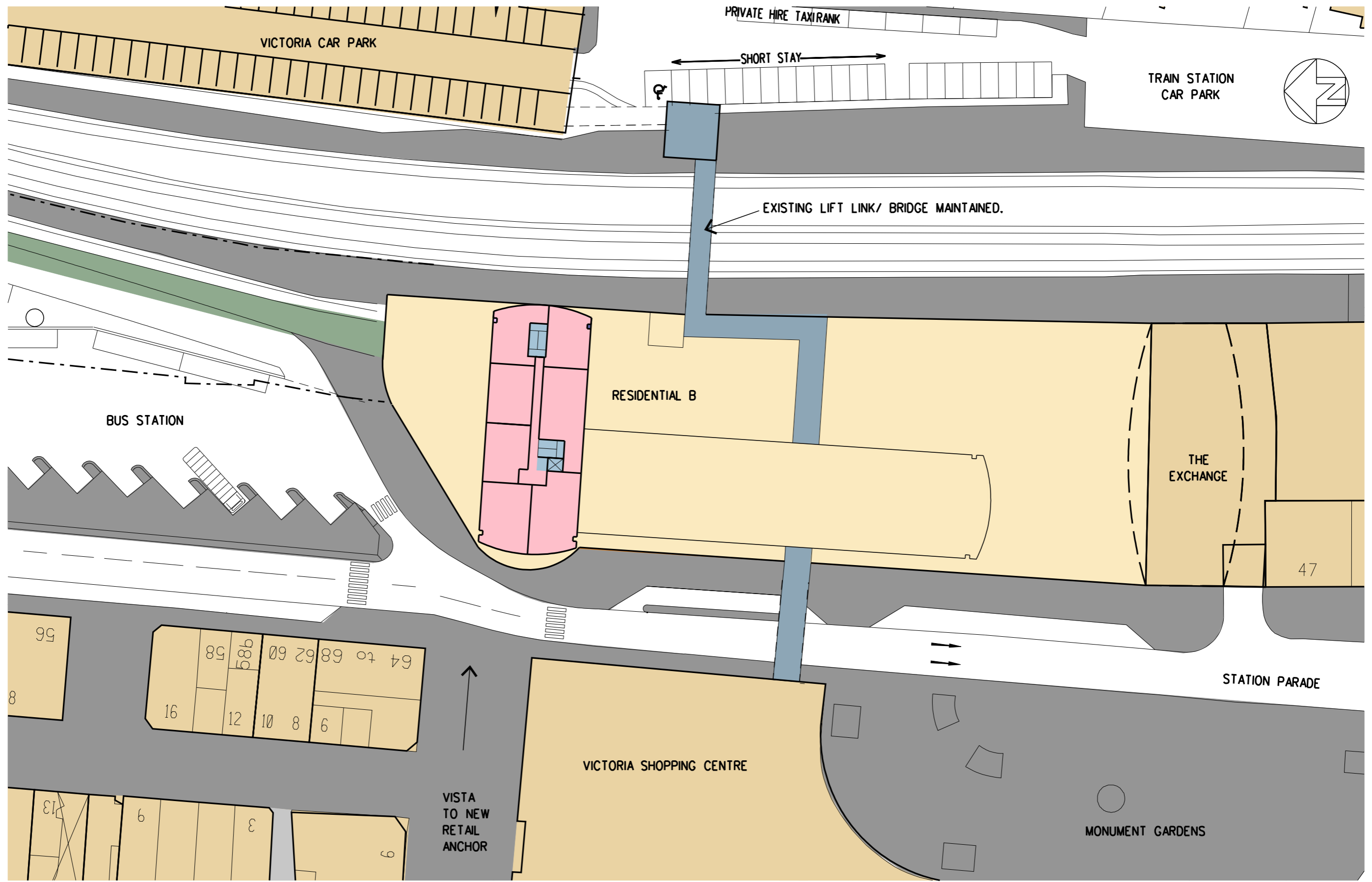
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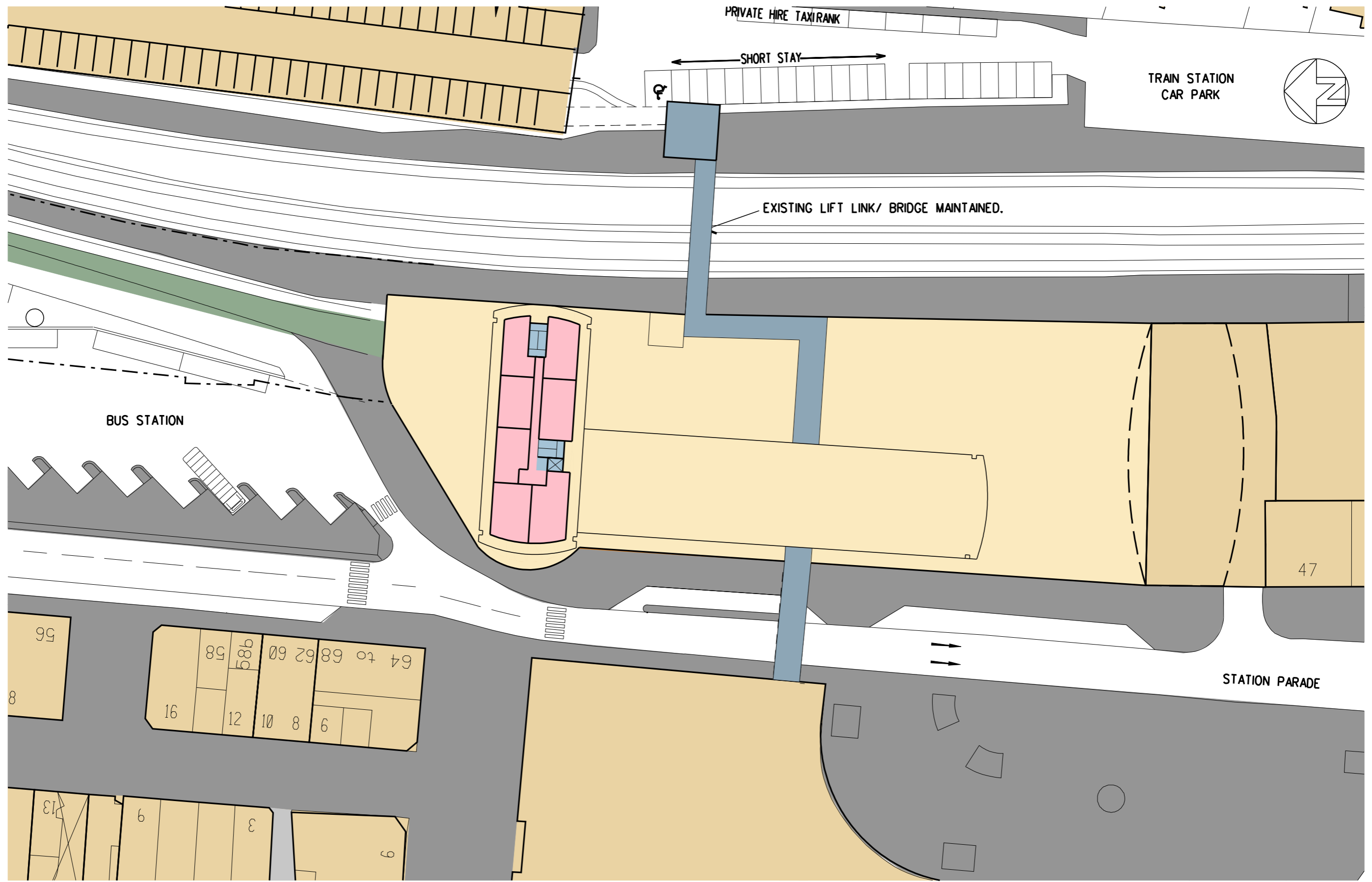
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# STATION PARADE, HARROGATE. SIXTH FLOOR (INDICATIVE)

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# STATION PARADE, HARROGATE. SEVENTH FLOOR (INDICATIVE)

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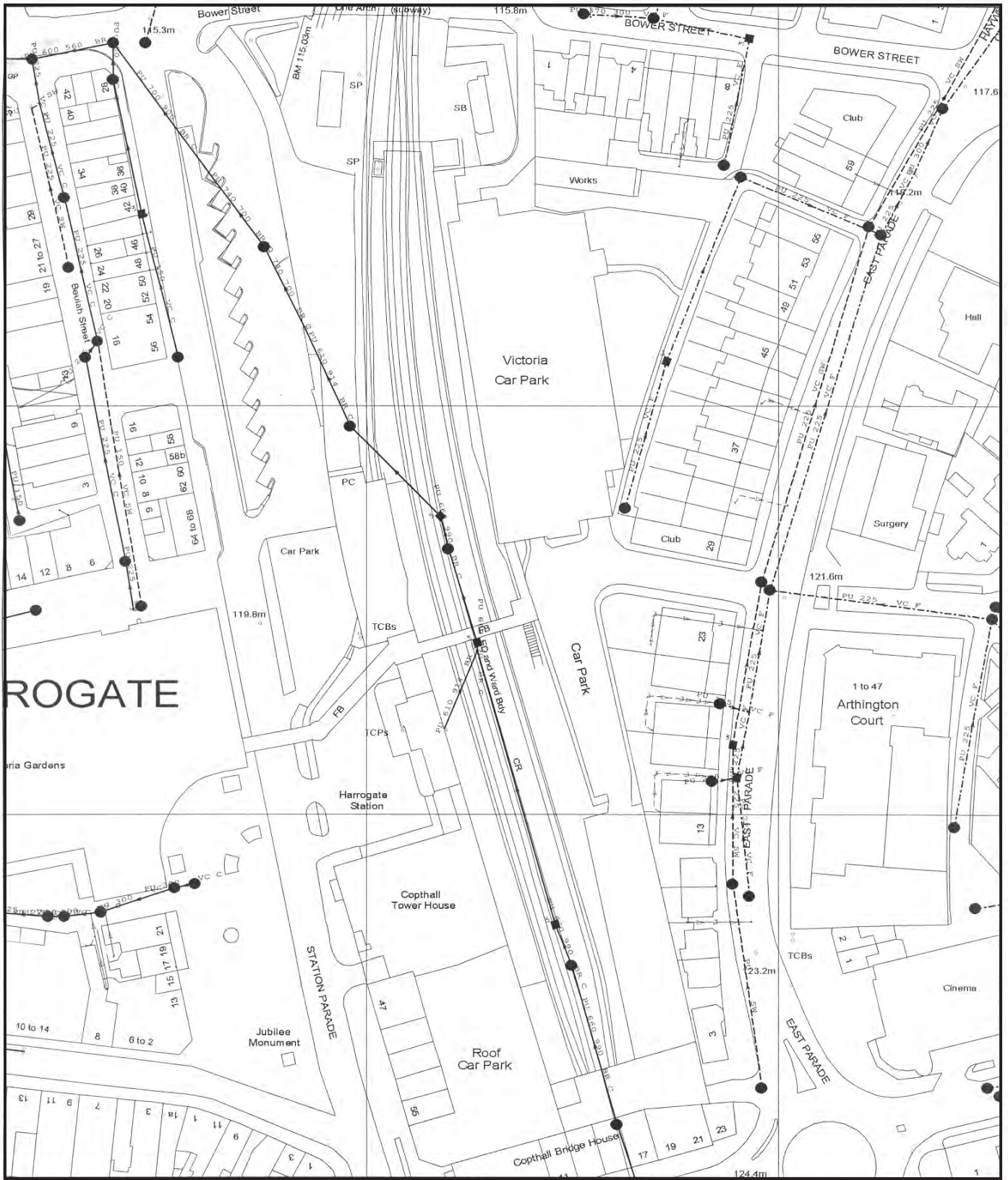


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# APPENDIX 6: Plan of Sewer

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**APPENDIX 1: SUMMARY OF COMMENTS RECEIVED ON THE DRAFT STATION PARADE DEVELOPMENT BRIEF  
TOGETHER WITH OFFICER RESPONSE AND PROPOSED AMENDMENTS**

**INTERCHANGE/DEVELOPMENT BRIEF**

<b>Organisation/Individual</b>	<b>Summary of Response</b>	<b>Officer Comment</b>
<b>Support</b>		
2 R M Toole	Proposed interchange makes sense for local people and visitors	AGREE
15 Harrogate Chamber of Trade and Commerce	Strongly support the vision of an integrated transport interchange but concern expressed with regard to proposals for Station Parade and provision for taxis and public pickup/drop off area. Fully in accordance with the Chamber of Trade's Traffic and Transport Action Plan.	Noted. See further comments in relevant sections.
19 J Groom	This is the best thing to happen to public transport in Harrogate since the arrival of the railway. Proposals to improve existing facilities, particularly in the evenings, are welcomed.	Noted
22 Harrogate Civic Society	Welcome the brief. It is a very important step forward in achieving a sensible and comprehensive solution to the re-development of the site. Even at this stage it is having a beneficial effect with the withdrawal of the Coalhouse Properties appeal. Their proposals are detrimental to the Council's aims and we hope any piecemeal plans will be discouraged in future.	AGREE The purpose of the brief is to provide guidelines for the comprehensive development of the site and to avoid piecemeal development.
22 Harrogate Civic Society	Understand the need for a commercially viable scheme -hope that the aims for a truly excellent transport interchange are not watered down. This is a wonderful opportunity it should not be squandered.	Noted
22 Harrogate Civic Society	A café should definitely be part of the proposals.	AGREE The brief encourages the provision of such facilities. See amended para 5.3.3

Organisation/Individual	Summary of Response	Officer Comment
24 Harrogate and District Travel	Welcome shared rail and bus information point. (The opportunity to provide such facilities on the rail concourse has been identified but not progressed.)	Noted. The progression of this is a matter for consideration by North Yorkshire County Council, Harrogate and District Travel and Northern Rail Ltd.
24 Harrogate and District Travel	The development brief sets out an imaginative and exciting proposal. However the options proposed would have a serious and adverse effect on the bus station.(See further comments below)	A meeting has been held with Harrogate and District Travel that has resulted in amendments to the text of the brief and the indicative scheme in Appendix 4. In addition, information relating to the operation of the bus station and the need to reduce impact on the bus station during construction have been added. See amendments to 3.4, 5.3, 5.9 and 6.0 in particular.
30 Independent Retailers on Station Parade	Welcome proposed development	Noted
31 City of York Council	Fully supportive of the outline planning brief. In developing the York-Harrogate-Leeds line CYC recognises that the ease of interchange between different modes of transport, improvements to station ambience and the enhancement of facilities are crucial in encouraging modal shift to rail and the future success of the line.	AGREE. The provision of an interchange in Harrogate needs to be seen in the context of wider improvements on the Leeds Harrogate York line and at Leeds and York stations. Discussions are taking place with North Yorkshire County Council with regard to the improvement of Station Parade.
32 Rapleys on behalf of Coalhouse Properties (Harrogate) Ltd	Accept that Station Parade is an excellent site to accommodate Retail use because of its central location and accessibility to a variety of transport methods. Retail development should be focused at ground floor.	AGREE. The consultants advise that retail development at first floor is also appropriate and would provide retail units of a size and format not available in Harrogate.
37 Action for the Environment Group	Support a bus /rail interchange.	Noted
39 Commercial Estates Management Group and Taylor Young	Redevelopment of this site is timely and a mixed-use retail driven scheme seems a sensible approach.	Noted
40 Confederation of Passenger Transport UK – Yorkshire Region	The Confederation of Passenger Transport is generally supportive of the transport interchange and very supportive of the proposal to provide an information point for bus and rail services.	Noted

Organisation/Individual	Summary of Response	Officer Comment
42 Arriva Trains Northern now Northern Rail Ltd	Arriva Trains Northern is supportive of this long awaited project. Any scheme for a new interchange must provide convenient access to trains.	Noted. (The rail franchise is now operated by Northern Rail Ltd who are now a partner in this project. The brief has been amended accordingly.)
<b>Objections/suggested amendments</b>		
2, R M Toole 13 Harrogate District Hotels and Guest Houses Association	Interchange should include left luggage facilities. Also view of the Harrogate and District Hotels and Guest Houses Association who often receive requests to store luggage. In the mean-time can interim arrangements be made?	The provision of left-luggage facilities is expensive because of the screening equipment required. Provision within the interchange would be dependent upon it being a viable business proposition. Left luggage facilities are provided at the conference centre, probably the largest user of such facilities. The brief has been amended to suggest consideration be given to left luggage provision. See amended para.5.3.2.
9 Metro Leeds	Para.5.3.2. What are 'the following facilities' referred to in this paragraph? This could be made clearer.	AGREE. Delete. See amended para. 5.3.3
10 HBC – Economic Development Unit	In designing the Passenger Information System consideration should be given to the possibility of incorporating banner space to provide delegates to the conference centre with key information.	AGREE. See amended para 5.3.3.
10 HBC – Economic Development Unit	If hotel space is provided as part of the development this would be of benefit to both business and tourist visitors.	Noted
14 Little Red Bus	Community Transport is now an integral part of the transport network and as such should be fully integrated into the interchange. People who use these facilities are not second-class citizens. This mistake has been made with the development of the bus station and must not be repeated.	Noted. The bus operator will not currently allow access to the bus station on grounds of safety. Amendments to the draft brief improve access to the interchange for community transport by providing a lay-by close to the interchange. See revised indicative scheme included in Appendix 4. (There is also a drop off point on the opposite side of Station Parade at Victoria Gardens and elsewhere within the town centre)

Organisation/Individual	Summary of Response	Officer Comment
22 Harrogate Civic Society	Para 5.3.3 replace “The design should consider the scope for” with “ The design must include” and the following list should be expanded to include toilets at ground level open 24 hours, café and waiting rooms.	AGREE. See amendments to para. 5.3.2. However replacing ‘should’ with ‘must’ is considered too prescriptive at this stage. Further consultation/negotiation with the relevant parties with regard to the provision of facilities within the interchange will take place as part of any detailed planning application.
24 Harrogate and District Travel	Question whether the desire to bring the rail and bus stations together is loading the envisaged development with additional costs. An improved and covered pedestrian link between the two could be provided with integration of information etc provided on the existing rail concourse.	DISAGREE. The provision of an interchange and the relocation of the railway station enables the joint provision of information and facilities for travellers and also creates a more viable development site enabling the comprehensive development of this site to take place.
26 N Miller	Scheme is being anchored by a retail development despite it being competition for the Victoria Centre that struggles to fill its units.	DISAGREE. The units included in the indicative scheme are of a size and format not available in Harrogate. Similar sized units have for example attracted retailers such as Borders Books in York.
27 RPS on behalf of TOPS Estates	<p>Tops Estates as long leaseholders of the Victoria Shopping Centre, developers and managers of other centres in the UK, who have considerable experience in the field, conclude that the overall strategy for the site is misconceived and should be reassessed for the following reasons:</p> <p>* Tops are aware of demand for retail units in Harrogate, tenant’s requirements and the need for economic rentals they are also aware of trend s which affect Harrogate and Yorkshire. They consider that Station Parade is very unlikely to provide a successful purpose built retail development.</p> <p>*retail element of scheme is intended to be in excess of 4500 m2 para 5.2.1 says this should not be an upper limit. However, HBC officers have stated in a report on the Coalhouse application that this may not be achieved following completion of the bus station. Consider capacity of the site is for kiosk type units compatible with a rail/bus station.</p> <p>* location of site, severance from the main retail area by Station Parade, public realm issues and pedestrian safety.</p> <p>*Appears to have been no serious consideration of viability. Little or no funding is available for the interchange. Suggest a significant element of housing should be provided in accordance with PPG3.</p>	<p>This response suggests a misunderstanding of some of the key elements of the brief:</p> <ul style="list-style-type: none"> <li>- the retail element of the indicative scheme is 5364 sqm (gross)</li> <li>- the scheme includes small retail units appropriate for an interchange and also larger units on two levels of a size not currently available in Harrogate.</li> <li>- pedestrian safety and public realm issues are addressed in the brief in paras 3.5, and 5.5 in particular and in the amended indicative scheme in Appendix 4.</li> <li>- the brief is based on a detailed appraisal of viability undertaken by Colliers CRE. They are satisfied that the indicative scheme included in the brief is viable. This work is confidential but the Council’s Estates Division has been consulted during the preparation of the brief and their view is that the assessment undertaken is realistic.</li> </ul>



Organisation/Individual	Summary of Response	Officer Comment
	<p>* Retail Capacity Study carried out by C B Richard Ellis – conclusions about retail capacity are over optimistic – demand for new retail units in Harrogate is not as buoyant as suggested. Tops analysis over last two years suggests demand is in the area of value retailing. Given lack of demand from large scale users the speculative development proposed isn't advisable especially when its marginal location is considered.</p> <p>* Scheme could be made to work if it includes a large element of residential, and a transport interchange with smaller retail units along the lines of Leeds Station. A comprehensive reconsideration of all issues is required.</p> <p>* Station Parade is not the site to meet shortfall of comparison goods retailing. Tops would like to discuss with the Council options for providing some of shortfall elsewhere in the town centre.</p> <p>Tops Estates has not held discussions with the consultants who have prepared the brief.</p>	<ul style="list-style-type: none"> <li>- A contribution is expected through the Local Transport Plan. See amended 5.7</li> <li>- The indicative scheme includes 104 residential units. The provision of affordable housing will be assessed in accordance with Local Plan policy as outlined in para 4.7 of the brief.</li> <li>- The Planning Division is happy to discuss wider retail issues with Tops Estates as part of work being undertaken on the Local Development Framework.</li> </ul> <p>Consultants Colliers confirm that discussions between Greg Styles (Colliers) and Mr Everard Goodman of Topps Estates took place on 23 February 2004 and a note of the discussion has been provided to the Council.</p>
28 A Watkinson	The interchange will be expensive – will it be used?	DISAGREE. The interchange will provide better facilities for those who travel by bus and train. Passenger numbers using both services have increased recently and it is anticipated that improvements proposed will attract further patronage. See response below for justification of interchange.
30 Independent Retailers on Station Parade	There are a number of retail units in the town centre which have been vacant for sometime eg Victoria Shopping Centre Cambridge Street, Beulah Street. Should this problem be addressed before introducing new units? Empty units do not attract or retain visitors.	DISAGREE. Retail units provided as part of this development will add to the range of unit sizes available in Harrogate and could attract retailers currently not present in the town thus strengthening Harrogate's vitality and viability.

Organisation/Individual	Summary of Response	Officer Comment
32 Rapleys on behalf of Coalhouse(Harrogate) Ltd	Paras 1.3 and 5.101 suggest that detailed consultation took place with Coalhouse (owners of part of the site covered by the brief), and that they support the proposals and have agreed the refined schemes. This is not the case. They have serious reservations regarding design, mixed use and viability.	Noted. The indicative schemes were discussed with Coalhouse and Rapleys prior to inclusion within the draft brief. Further consultation has now taken place on the revised indicative scheme. See amendments to paras. 1.3 and amended para 5.10.1.
32 Rapleys on behalf of Coalhouse(Harrogate) Ltd	Proposals appear to be driven by the need to provide an interchange but this 'need' is not justified in the brief.	<p>AGREE The justification for provision of an interchange should be included in brief. The justification is as follows:</p> <ul style="list-style-type: none"> <li>• Regional Planning Guidance Policy T6 identifies the need to make provision for interchanges. The emerging Regional Spatial Strategy is likely to continue this policy. Harrogate within the North Yorkshire context, provides one of the few opportunities to create an interchange and has the advantage that the rail and bus stations are near each other.</li> <li>• The proposal to create an interchange is being taken forward in partnership with Network Rail, Northern Rail Ltd and North Yorkshire County Council and has the support of passenger user groups.</li> <li>• It is government policy to encourage integrated transport, improvements for public transport, reduced traffic congestion, etc</li> <li>• The provision of an interchange forms part of the recommended package of measures in the Harrogate and Knaresborough Integrated Transport Study (HAKITS) that seeks to develop solutions to the transport problems and issues in Harrogate and Knaresborough.</li> </ul> <p>See amended para. 5.3.2.</p>
32 Rapleys on behalf of Coalhouse(Harrogate) Ltd	Upper floor retail as included in both options is unlikely to trade successfully as demonstrated elsewhere in Harrogate. Mezzanine and first floor should be retail storage, leisure and entertainment.	DISAGREE. The consultants advise that the size and format of units shown in the indicative scheme are lacking in Harrogate.

Organisation/Individual	Summary of Response	Officer Comment
39 Commercial Estates Management and Taylor Young	Area covered by the brief is too localised and doesn't look at wider opportunities for improvement. Currently looking at proposals for 45-59 Station Parade. Station Square and the surrounding frontages should be included in the brief.	DISAGREE. The purpose of the brief is to provide guidelines for the development of the area between the bus and rail stations. Consultants have also identified improvements to the section of Station Parade between the site and the town centre. Whilst it is recognised that the area referred to would also benefit from environmental improvement it is not a matter currently under consideration as part of this project. However, it does warrant further consideration and that discussions are taking place between the District and County Councils with a view to preparing a comprehensive improvement scheme for the whole of Station Parade.
41 North Yorkshire Council – Highways	The location plan lacks clarity. Areas to be addressed: * The text refers to York Place and locations of signal controlled crossings of Station Parade but these are not shown. *The proposals plans do not assist in reading the brief. *Pedestrian and cycle desire lines to the study area would be helpful.	AGREE. However to include York Place will involve enlargement of the area covered by the plan and this is not practical. However, the indicative scheme in Appendix 4 has now been improved and also indicates the location of the signal controlled crossings. An additional plan identifying Key issues to be addressed in the site's development has now been included in Appendix 4.
42 Arriva Trains Northern (now Northern Rail Ltd)	Detailed design of the ticket office, waiting rooms toilets etc will need input and final approval from the train operator. Any scheme needs to take account of future expansion. At least 4 serving points will be required. Retail space is welcomed. A seamless CCTV system should be provided throughout the interchange	AGREE. See amendments para. 5.3.3
<b>SERVICING</b>		
<b>Support</b>		
22 Harrogate Civic Society	Agree that conflict between bus station operation and servicing the development must be avoided.	Noted. Amended indicative scheme seeks to achieve this. See Appendix 4.

Organisation/Individual	Summary of Response	Officer Comment
<b>Objections/suggested amendments</b>		
<p>24 Blazefield Holdings 40 Confederation of Passenger Transport UK – Yorkshire Region</p>	<p>Blazefield has an agreement with Coalhouse that delivery vehicles serving any development on their site, but on their site alone, can have access rights on to the bus station between 21.00hrs and 07.00 hrs, but always limited to one vehicle at a time with a designated area provided for the vehicle at the southern part of the site. They are happy with this arrangement but question whether the scale of the proposed development could be serviced from such limited delivery arrangements. (Option 1) Confused by Council's policy on servicing as the arrangements for the Coalhouse servicing were not acceptable and were a reason for refusal on their application.</p> <p>Option 2 for servicing, which would be for service vehicles to egress a separate service yard via the bus station to reach Station Parade also has problems and would need further information and discussion. Servicing likely to have to be restricted to between 00.20-5.20 or an even shorter time period if bus services are extended.</p> <p>Alternative ways of servicing the whole site will be necessary.</p>	<p>AGREE. In the light of these comments arrangements for servicing the site have been reconsidered by the consultants and discussed with the bus operator. Option 2 which included a service ramp has now been deleted on cost and environmental grounds. The revised option 1 now includes:</p> <ul style="list-style-type: none"> <li>• a separate servicing entrance for the residential development to the north of the site with limited access for larger delivery vehicles who would also service the interchange and need to exit the site via the bus station exit. The consultants and the Head of Transport are happy that this arrangement can be enforced in a satisfactory manner.</li> <li>• A new loading bay on Station Parade will enable residential servicing and servicing for the new retail units to take place which the Head of Transport will be able to control with the use of Highway Orders.</li> </ul> <p>See amendments to indicative scheme in Appendix 4 and also to 5.8 Development Servicing. This will also provide a drop off point for Community Transport.</p>
<p>32 Rapleys on behalf of Coalhouse Properties (Harrogate) Ltd</p>	<p>Both development options include servicing through the bus station forecourt. Blazefield have indicated servicing could only take place between 2100-0700 with only one delivery at a time taking place. Doubt if level of development proposed in brief could be serviced within these constraints.</p> <p>Small area for delivery will result in complicated manoeuvres and give rise to traffic and safety conflicts within the area. In option 1 the bus station forecourt is reduced in area whilst the level of bus operation is likely to increase over time.</p>	<p>See comments above, and amendments to the indicative scheme in Appendix 4 and new section 5.9. Development Servicing.</p>

Organisation/Individual	Summary of Response	Officer Comment
32 Rapleys on behalf of Coalhouse Properties (Harrogate) Ltd	Coalhouse Developments is surprised that the Council supports the servicing arrangements for the development included in the draft brief. This is because a reason for refusing their planning application states that : "The servicing arrangements for the development are considered unrealistic and likely to give rise to conflicts between manoeuvring buses and service vehicles in an area where buses accept priority and, in addition, could lead to congestion on Station Parade to the detriment of highway safety and thus contrary to Harrogate District Local Plan Policy A1". There is a lack of consistency on this matter that is not explained.	See above. The servicing arrangements in the draft brief have now been revised.
32 Rapleys on behalf of Coalhouse Properties (Harrogate) Ltd	The residential scheme lacks parking, visitor parking, set down/delivery space or refuse collection. The brief does not indicate how illegal parking/deliveries will be controlled.	DISAGREE. See above. Residential parking can be provided in the Victoria Car park via a season ticket or leased from Harrogate Borough Council. This is a matter for discussion and agreement between the Borough Council and any developer of the site.  The revised indicative scheme also includes parking and servicing for the housing development proposed to the north of the site adjacent to 'one arch'.
32 Rapleys on behalf of Coalhouse Properties (Harrogate) Ltd	Proposed retail servicing core appears to be of an insufficient size to service the scale and nature of the retail proposed (Option 1)	Noted. See amendments made to servicing arrangements outlined above.
41 North Yorkshire County Council (Highways)	Does not appear that the safety issues relating to conflict between pedestrians, buses and service vehicles has been adequately considered in either option. Reversing vehicles will exacerbate the problem.	AGREE. The revised scheme addresses these concerns and consultation has taken place with the bus company.
43 HBC – Transportation Section	In light of comments made especially by the bus company the consultants need to revisit this issue. The problems with deliveries to individual units and those of refuse collection etc. also need further consideration. Possibility of using link bridge to achieve deliveries/collections needs to be assessed.	AGREE. The revised servicing arrangements have been developed in discussion with the Head of Transport who supports the revisions made to servicing arrangements the brief.

Organisation/Individual	Summary of Response	Officer Comment
<b>BUS STATION</b>		
<b>Objections/suggested amendments</b>		
15 Harrogate Chamber of Trade and Commerce	Community Transport and other private bus operators need to be able to use the enlarged bus station.	Noted. Whilst this would be the ideal situation this would need to take place with the agreement of the bus operator. Amendments to the scheme now provide a lay-by that is close to the interchange for community transport use. See amendment to 5.8.1 and the revised indicative scheme in Appendix 4.
16 Harrogate District Community Transport	Paras 5.7.1 and 5.7.3 – external stops for community transport and frequent services. If these were dedicated to frequent services it would enable a specific loading bay to be dedicated for accessible minibuses.	A stop for frequent services in no longer proposed. Provision for community transport is made via a lay-by adjacent to the interchange see above.
16 Harrogate District Community Transport	Needs to be better information for public transport users including hearing loops. This should form part of the brief. The new bus station is still below standard on this issue.	AGREE. See amended to para 5.3.3
24 Blaze field Holdings	<p>The following errors need correction:</p> <ul style="list-style-type: none"> <li>• Para 3.4.1 – The first inset point should read – 13 stands, 12 being used by local bus services, the majority of which are used by HDT, and the most Northerly bay being used by National Express.</li> <li>• Para. 3.4.1 – add a final bullet point. Space is also available for up to 5 buses to layover between service.</li> <li>• Para 3.4.2 – Staff facilities are currently provided on the first and second floors of 42 Station Parade.</li> <li>• Para. 5.3.6 – the agreement with Coalhouse provides for Blaze field to lease first floor accommodation with a net lettable area of 2,750-3250sq ft of first floor office and staff accommodation.</li> <li>• Appendix 1 – bus station area is incorrect. The correct boundary is shown in Appendix 3.</li> </ul>	AGREE. These errors have been corrected. Revised proposals include provision for layover space and extra space in the bus station.

Organisation/Individual	Summary of Response	Officer Comment
24 Harrogate and District Travel	The proposals alter the boundaries of the bus station. Blazefield is prepared to consider such changes subject to commercial considerations and ensuring all existing facilities and arrangements, including layover for 5 buses is maintained.	Noted. The revised indicative scheme has been discussed with the bus operator. Whilst a small corner of the bus station site to the south is required for the interchange the bus operator benefits from additional space elsewhere in the bus station to improve facilities for layover of buses. See indicative scheme included in Appendix 4
24 Harrogate and District Travel	Both options involve considerable construction works to north south and east over a long period. Blazefield will not agree to any temporary arrangements for contractor access that will cause disruption. Removal of wall to rear of bus station could involve closure of the bus station. Compensation to the bus company could be considerable. Has this been accounted for in the financial appraisals? Passengers have suffered with unsatisfactory facilities in the past and HDT don't want further disruption. Previous experience has shown the impact of disruption leading to loss of passengers which then takes years to restore. An adverse impact on passenger numbers will also impact on Local Transport Plan policies and targets. The brief does not reflect our concerns or ways of addressing them.	Noted. The Borough Council also wishes to ensure that any disruption to the bus station during the development of the site is minimised. Any developer of the site will therefore be required to provide a Phasing Plan indicating how the site will be developed and arrangements to minimise disruption to bus operations. This should be prepared in consultation with the bus operator. See amendment to para 6.3. Such arrangements are also likely to form part of any Commercial Agreement drawn up in relation to the site.
24 Harrogate and District Travel 40 Confederation of Passenger Transport UK – Yorkshire Region	The safety of passengers, staff and buses is at all times paramount. In order to protect the integrity of the site, there are therefore a number of issues within the brief that have to be unacceptable as proposed.	Noted. Revisions to the brief address these issues and consultation on the revisions has been undertaken with the bus operator.
24 Harrogate and District Travel 40 Confederation of Passenger Transport UK – Yorkshire Region	Currently there is insufficient space to accommodate the needs of community vehicles and there are issues relating to the rear loading of vehicles and driver training. Do not think that the East side of Station Parade is the optimum location for users. HBC should conduct surveys and research into providing facilities that are more accessible to the main shopping area.	Noted. Revised proposals include provision for community transport as part of the new loading bay to be provided on Station Parade. See Indicative Scheme Appendix 4
24 Harrogate and District Travel 40 Confederation of Passenger Transport UK – Yorkshire Region	Development of the site will cause major disruption to the working of the bus station and will inconvenience bus customers. This is unacceptable.	Noted. Scheme now amended.

Organisation/Individual	Summary of Response	Officer Comment
24 Harrogate and District Travel	Blazefield will constructively consider alternative locations for staff accommodation but these should be as close to the bus station as possible. The proposals included in the brief are unacceptable on grounds of safety.	AGREE. Proposals have been revised and discussed with the bus operator. See Indicative Scheme Appendix 4.
30 Independent Retailers on Station Parade	Does the proposal create a central drop off and pick up for coaches so that visitors will have access to public facilities normally found at bus stations?	Facilities for coach drop off are currently provided in Low Harrogate in the main shopping area.
43 HBC – Transportation Section	H&DT are unlikely to allow Community Transport to use the bus station and access from Station Parade into the existing covered area would be problematic. Consultants need to consider alternative means of pick up and drop off for community transport near the interchange.	Agree. Scheme now amended. See above.
<b>STATION PARADE</b>		
<b>Support</b>		
19 J Groom	Applaud plans to reduce Station Parade to a single lane road as this will help to reduce the excessive speeds I have witnessed on this road.	There has been opposition to the reduction in width of Station Parade to one carriage way width. The consultants have therefore prepared a revised scheme that retains two lanes. However, there are public-realm and safety issues that need to be addressed on Station Parade and further discussions/work will be undertaken with the County Council to prepare a scheme of improvements, funded through the Local Transport Plan, which will be undertaken in association with the development of the brief site. Discussions between the County and District Councils regarding a comprehensive study of Station Parade as a whole are being undertaken.
29 R Tinker	Support the narrowing of Station Parade to one lane – decrease barrier to pedestrians.	Noted. See above.



Organisation/Individual	Summary of Response	Officer Comment
31 City of York Council	City of York Council have successfully recently taken a short length of the inner ring road close to York Railway Station and reallocated this space to pedestrians by widening the footway.	Noted. See above.
37 Action for the Environment Group	Support improving the pedestrian environment and improving pedestrian and cyclist safety by restricting traffic flow on Station Parade.	Noted. See above.
<b>Objections/suggested amendments</b>		
7 D Charlton 25 D Garcia 28 A Watkinson 32 Rapleys on behalf of Coalhouse Properties (Harrogate) Ltd	Two lanes are needed for commuting traffic. It is difficult for drivers to get around Harrogate/ Vital part of one way system/A61 trunk road/will cause delays by reducing road capacity/anti car/conflict with bus station	See above
15 Harrogate Chamber of Trade	Pedestrian accidents on Station Parade could be eliminated by erecting railings along the footpaths of Station Parade. The problem will not be solved by narrowing Station Parade. Station Parade was narrowed by 1 metre when the new bus station was built. Traffic calming measures must be balanced with maintaining capacity of the road network as stated in the brief.	See above.
15 Harrogate Chamber of Trade	Station Parade is a trunk road and needs to be 2 lane from Bower Road to York Place until a gyratory route is provided around the town. Two lanes will be required if more buses use the bus station. No humps or traffic lights. Keep the traffic moving smoothly. Suggest removal of automatic lights from James Street/Station Parade junction and make the side traffic filter into Station Parade at "Give Way" signs.	See above
22 Harrogate Civic Society	Alarmed by the proposal to narrow Station Parade to one lane. Surprised by Traffic study report which says that a reduction in capacity in the vicinity of the bus station would be unlikely to reduce the overall capacity of the road. Creating two pedestrian crossings combined with a signalled junction to control exit from the bus station are likely to add to traffic delays and queues. However, the benefits listed from such a scheme are supported.	See above

Organisation/Individual	Summary of Response	Officer Comment
24 Harrogate and District Travel	Pedestrian flows across Station Parade to the new development need to be directed to south of bus station to avoid additional pedestrian movements across the bus station exit. Adequate pavement area required outside the interchange area due to increased pedestrian use. Not clear from plans whether the area available is adequate.	AGREE. Revisions to the indicative scheme in Appendix 4 to include revised pedestrian crossings and the inclusion of a new plan in Appendix 4 identifying Key issues to be addressed in the Site's Development, seek to address these issues.
24 Harrogate and District Travel	Further information is required on the impact the proposed works at station parade and the increased pedestrian flows in this area will have on average vehicle speeds. Journey times should not be worsened as a result.	AGREE. This will be undertaken as part of proposals for improvement to Station Parade. The bus operator will be consulted on this matter.
24 Harrogate and District Travel	Additional bus stops on Station Parade would provide capacity for future growth but are not essential to meet HDT's planned service increases.	Noted. These are no longer proposed
26 N Miller	As a pedestrian I have not noticed need for traffic calming. There are pedestrian crossings but there is a long wait at the crossing opposite the Exchange.	Noted. This will be considered in relation to new pedestrian crossing arrangements for Station Parade.
30 Independent Retailer on Station Parade	Group of retailers on Station Parade to the north of the site would like a more visitor friendly look to their section of Station Parade. Will this be included in the brief?	Noted. However, the purpose of the brief is to provide development guidelines for the area between the bus and rail stations. However, a comprehensive study of Station Parade is currently being discussed with the County Council.
30 Independent Retailer on Station Parade	What will become of the current two-way traffic system currently in operation on Station Parade between Bower Road and Cheltenham Parade?	No highway/ environmental improvements are currently proposed to this section of Station Parade. However, the junction near the bus station entrance has been identified as an area for improvement. See amendment to plans in Appendix 4. See comment above.
32 Rapleys on behalf of Coalhouse Properties (Harrogate) Ltd	Concerns about impact on pedestrian safety/illegal parking, deliveries etc. A comprehensive traffic-calming scheme might mitigate some traffic problems but the brief does not include such a proposal nor include the costs of such work.	AGREE. Details of any works to Station Parade undertaken in association with the development of this site need to be drawn up in detail, address the issues raised and funding provision made. See amended para 5.8.

<b>Organisation/Individual</b>	<b>Summary of Response</b>	<b>Officer Comment</b>
37 Action for the Environment Group	Need to consider needs of cyclists in any narrowing/realignment of Station Parade.	AGREE. See above.
39 Commercial Estates Management and Taylor Young	Opportunity should be taken to look at traffic blight and pedestrian movement along Station Parade and the layout and use of Station Square. There is an opportunity to create good public realm where pedestrians have priority. Should engage with owners/tenants and users of the surrounding buildings. Owners may be willing to invest in a scheme that can show wider benefits.	AGREE. This will be discussed further with the Head of Transport and the County Council with a view to undertaking a comprehensive study to consider the improvement of Station Parade as a whole together with the surrounding area.
39 Commercial Estates Management and Taylor Young	Reservations about current policy to speed traffic through the town centre/further barriers on Station Parade and restrict movement to a single crossing point or reduce carriageway width for the proposed new development only. Granting priority to the car rather than the pedestrian runs against good urban design practice and does not necessarily improve safety.	Noted. See above and new section 5.8.
43 HBC – Transportation Section	Modelling undertaken by consultants undertaking the HAKITS Study did suggest that the narrowing of Station Parade to one lane (although 5.5m minimum width of carriageway would have to be retained in case of breakdowns etc) would not create additional congestion but further assessments need to be undertaken on this issue.	Noted. The work undertaken by HAKITS may provide a useful input to the preparation of detailed improvements for Station Parade.
<b>HOUSING</b>		
<b>Support</b>		
10 HBC – Economic Development Unit	Incorporation of some residential use will stimulate developer interest and might provide benefits to the community in terms of a linked up public transport interchange. If this is achieved then it might be a worthwhile balance.	Noted.

Organisation/Individual	Summary of Response	Officer Comment
<b>Objections/suggestions for amendment</b>		
6 C Kirton	Do we need more housing in central Harrogate as the area is already subject to anti social behaviour in the evenings.	DISAGREE. It is government policy to encourage mixed uses on sites in town centres, especially on previously used land that is accessible to services and public transport.
7 D Charlton	Not sure that housing would be an advantage to the development.	DISAGREE. See above.
22 Harrogate Civic Society	Would prefer that housing did not become a major part of this development. There is already an over provision and this causes concern. Affordable housing is needed but unlikely to be provided here. However if housing is the one option that can fund the benefits of an interchange an exception may need to be made.	Noted. See above.
24 Harrogate and District Travel	Bus operating times could extend to 02.00 hour in the future. Question the proximity of housing to the site especially the housing proposed to the north. Could not accept restrictions on the operating times of the bus station if housing was to go ahead.	Noted. Noise attenuation will be an important factor in the site's design. See amended para. 3.6.4.
24 Harrogate and District Travel 40 Confederation of Passenger Transport UK – Yorkshire Region	Concerned that housing development will lead to unauthorised use of the bus station for pickups, unloading etc as no parking is provided on site. Difficult to enforce without a permanent warden. How will refuse wagons service the site? Access to the bus station must not be blocked or hindered.	Noted. The revised indicative scheme and new para 5.9 Development Servicing seek to address these issues. However, detailed arrangements for servicing will need to be considered in the context of a planning application.
32 Rapleys on behalf of Coalhouse Properties (Harrogate) Ltd	Policy HD11j does not identify housing as an appropriate or acceptable use on this site and the brief gives no justification for setting aside the statutory development plan, ignoring Structure Plan housing figures and disregarding affordable housing provision.	DISAGREE. It is government policy to encourage housing as part of mixed use developments in town centres. The Harrogate District Local Plan, and associated housing figures, covers the period up to 2006. Work is currently being undertaken to prepare a Local Development Framework and housing requirements up to 2021 are being considered. The Regional Spatial Strategy envisages future development in the District being concentrated in Harrogate. There is therefore a need to provide new housing sites in Harrogate. This site meets the government's criteria for the allocation of development

Organisation/Individual	Summary of Response	Officer Comment
		sites – especially in terms of it being on previously used land, in an accessible location and part of a mixed use development. See amendment to para. 5.2.4
32, 40 Rapeys on behalf of Coalhouse Properties (Harrogate) Ltd	Activity in the service area throughout the night and early morning and the operation of the bus station means that this is likely to be a noisy location with limited appeal for housing. The proposed service yard in Option 2 would severely conflict with the residential portion of the proposed development.	AGREE. The revised indicative scheme seeks to address these issues. Noise attenuation will be an important consideration in the design of residential development in this location.
35 HBC - Community Services – Housing	Concerned that landowners' expectations on land value may preclude the provision of affordable housing. Whether or not affordable housing is viable depends largely on the value placed on the land. Land value must take account of planning policy requirements and the Council needs to be satisfied that any valuation or offer is realistic and is based on those requirements. The last sentence of 4.8.5 opens the door for developers to provide no affordable housing – ideally this should be deleted or if not the following should be added: 'Nonetheless, where a residential element is proposed as part of the development, it is anticipated that a proportion of the dwellings will be developed as affordable housing for local people. Further details of affordable housing values, the type, size and tenure required and the mechanism for delivery can be obtained from the Housing Development Officer on 01423 556891.	Noted. This is a key town centre site in terms of the improvement to public transport facilities through the provision of an interchange. Such improvement seeks to provide better facilities for bus and rail users and therefore encourage increased use of the services in an attempt to reduce traffic congestion in Harrogate, which is a Council priority. This is the only location where a bus/rail interchange can be provided. Whilst it is recognised that the provision of affordable housing for local people is also a council priority there are other sites where such provision could be met. The brief in amended para 4.7.5 does not state that we will not require affordable housing. The level of affordable housing provided will be determined in the normal way which is explained in 4.7. In terms of land values the consultants have undertaken a viability assessment for the site and are satisfied that the land values for the site included in this assessment are realistic. The final brief will include a contact sheet that will include the housing development officer's contact details.
35 HBC - Community Services – Housing	Add to para. 6.16 Information Required: 'A full financial appraisal must be submitted to justify the level of affordable housing proposed. Further advice on financial appraisals can be found on the Council's web site.	AGREE. See amended para 6.16.

Organisation/Individual	Summary of Response	Officer Comment
<b>TAXIS/DROP OFF/CAR PARKING AT FRONT OF STATION/PARKING</b>		
<b>Objections/suggested amendments</b>		
15 Harrogate Chamber of Trade and Commerce	<p>Reservations about proposals to relocate this area in front of the station to the East Parade entrance to the Station because:</p> <ul style="list-style-type: none"> <li>* the area is not wide enough for a proper turning circle</li> <li>* will reduce the car park which is essential for long distance travellers returning in the evening due to the restricted opening hours of the Victoria Car park.</li> <li>* issues relating to luggage and the need to purchase a rail ticket which can only be done on the other side of the tracks.</li> <li>* present bridge and lift are inadequate.</li> </ul> <p>A quick pick up and drop off place should be located at the front near the bus station. Provision should also be made for taxis.</p>	<p>The revised indicative scheme included in Appendix 4 allows better provision for taxis at the front of the Station by relocating the rank further to the north and by providing a pickup drop off point outside the interchange. Provision for taxis will need to be discussed further in the context of detailed development proposals. Other detailed issues raised will also need to be considered within the context of detailed proposals for the interchange.</p>
17 HBC – Development Services - Legal	<p>A study of taxi ranks is currently being undertaken to consider their location, use and demand. This provides an opportunity to look at overall transport provision in this area as part of the brief. The rank at Station Parade is one of the busiest in Harrogate town centre. Any relocation of taxi ranks or areas where private taxi arrangements have been made with the rail operator should be equally if not more convenient to use. I have received a representation from the Chair to the Harrogate Hackney Carriage Association. See below.</p>	<p>Noted. See response below.</p>
21 Harrogate Hackney Carriage Association	<p>Suggestions in relation to the siting of taxi ranks as part of the redevelopment:</p> <ul style="list-style-type: none"> <li>*Following the relocation of the rail station the rank should be moved to the north of Cambridge Street on the same side of Station Parade as the current rank. This would make rank visible to train passengers exiting the train station and customers from Cambridge Street would not have to cross the road.</li> </ul>	<p>AGREE. This suggestion improves the location of the taxi rank as those exiting the interchange can easily access the taxi rank. This has been incorporated into the revised indicative layout. In addition a drop off and pick up point has been located outside the interchange in full view of the head of the taxi rank. See indicative scheme in Appendix 4.</p>

Organisation/Individual	Summary of Response	Officer Comment
	<p>*If the rank is relocated suggest northern pelican crossing is moved in line with the end of Cambridge Street. This would enable the new rank to hold as a minimum an equal number of cars as the current rank. This would improve pedestrian safety as people still cross at the end of Cambridge Street despite the nearby crossing.</p> <p>*Moving the Station Rank to East Parade would be detrimental to both taxis and customers. Drivers will not know when there are queues on Station Parade for example if they are parked at East Parade and will loose custom. Request that Station Taxi bays are retained on the Station Parade side of the Station, directly outside the new train station exit as they are currently.</p>	<p>However, this is only an indicative scheme and needs to be considered further in the context of a detailed planning application, improvements to Station Parade etc. This should be undertaken in consultation with the taxi organisations.</p>
23 Network Rail	<p>Welcome the statement in 5.6.2 that car parking levels for the station will be maintained. However, it would be useful to clarify the proposal. Further details of the options and feasibilities of how station parking/commercial car parking could operate within the Victoria Car park and on what terms.</p>	<p>AGREE. This section has been amended to indicate that this could be achieved through a lease or the season ticket scheme. It is however a matter for discussion/negotiation with the Council within the context of development proposals for the site.</p>
23 Network Rail	<p>Our tenant Arriva Trains Northern has indicated that relocation of taxis to the rear of the station is not ideal.</p>	<p>Noted. The amended indicative scheme in Appendix 4 includes taxi spaces to the rear of the station but also a better located taxi rank on Station Parade with an additional space (now 13 ) and a pick up drop off point outside the interchange. The issue of taxi provision will need to be considered further within the context of any planning application, the necessary Highway Orders and a detailed scheme of improvements for Station Parade. This will be undertaken in consultation with Network Rail, Northern Rail Ltd, the taxi organisations and other interested parties.</p>
41 North Yorkshire County Council – Highways	<p>Cycle parking facilities should be included in the scheme.</p>	<p>AGREE. Secure cycle parking is provided at the Victoria Multi storey car park. However, cycle parking should also be provided as part of the interchange development. The level of parking to be provided should be determined through the transport assessment required by para 6.13 of the brief. See amendment to include a new para 5.6.4.</p>

Organisation/Individual	Summary of Response	Officer Comment
42 Arriva Trains Northern now Northern Rail Ltd	The brief suggests 20+ spaces be included within the Victoria Multi Storey Car Park to replace long stay parking displaced by the scheme. Suggest due to chronic shortage of parking at the Station that the first 19 spaces before the exit from the Victoria car park be reserved for rail parking – possibly short stay. (para.4.6.7). Access to station and facilities must be no worse than now. Therefore vital that there is a kiss and ride and taxi pick up drop off facilities on Station Parade. The creation of a lay by on Station Parade would provide that facility.	The provision of station parking lost by the development of the site must be considered further within the context of detailed proposals for the site. See and 5.6 parking issues. This will be a matter for further discussion with Network Rail and Northern Rail Ltd.  The revised indicative plan in Appendix 4 creates a layby on Station Parade for drop off and pick up.
42 Arriva Trains Northern now Northern Rail Ltd	The new area proposed for staff parking may not be adequate and this needs further consideration.	Noted. Northern Rail Ltd having just taken over the franchise cannot confirm requirements but this is a detail to be considered further in the context of development proposals. See amendment to para 5.6.3.
43 HBC – Transportation Section	Dept of Administration have commissioned surveys to establish if the existing taxi numbers are sufficient to meet the demand. This development could have an effect on demand for spaces on the various ranks in the vicinity of the site. Provision of taxi drop off near the interchange is supported.	Noted. The revised indicative plan increases the number of spaces by one.
<b>PUBLIC REALM/DESIGN</b>		
<b>Support</b>		
8 HBC – Community Services	Strongly support para. 2.1 objectives, the need to comply with Local Plan Policies, Para.4.6.2 and proposals set out in para. 5.9 public realm. Brief covers the key issues relating to DLAS and it is therefore supported.	Noted. Section 5.0 Development Guidelines has been amended to provide more comprehensive guidance.
22 Harrogate Civic Society	Agree in 2.1 that any development should be of the highest quality and enhance the overall aesthetic of this area of Harrogate and the Civic Society would comment on any proposals. Following a recent meeting the Civic Society have asked to be included in a list of contacts to be included in the final Brief.	AGREE. Design guidance and reference to the historic environment and conservation area has been strengthened throughout the brief. The Civic Society will be included on a contact list to be included in the brief.



Organisation/Individual	Summary of Response	Officer Comment
26 N Miller	Despite concerns over design and massing – recognise the need to resolve issue of site's future.	Noted.
36 (English Heritage)	Broadley supportive of the principles within the brief, the uses, mix and general disposition within the site. Comfortable with the advice in terms of urban design guidance and public realm, but concerns over design and massing. Sketches suggest a development whose tallest element is rather tall but difficult to tell as the sketches are misleading.	AGREE. Guidance on design and massing has been strengthened in the brief. The sketches included in the brief were for indicative purposes only and served an important role in terms of public consultation, showing one way in which the site could be developed. However, it is not considered appropriate to include these sketches in the final brief. Photographic examples of modern detailing/materials/design concepts appropriate to Harrogate are to be included in Appendix 4. In addition as part of any planning application submitted, illustrations will be required of any development to show its relationship to surrounding buildings in sufficient detail to compare floor levels. See amended sections 4 and 5 and 6.5.
<b>Objections/suggested amendments</b>		
8 HBC – Community Services	<p>This is an important gateway site and we must ensure that the tree-scape and landscaping (hard and soft) are correct.</p> <p>This section needs to be strengthened and reference made to early consultation with the Parks division on design and maintenance. Para.5.9.3 is supported – opportunities should be taken to increase the trees scape in this area.</p>	AGREE. See above. In addition, the text has been amended to require early consultation with regard to conservation design and maintenance. Contact details will be included in the final brief.
8 HBC – Community Services	A public art specialist should be involved in the development of the site to work with the community/council/other authorities. Community Services will be happy to work with a developer to arrange such a commission and the Head of Arts in the Museum Service should be involved at an early stage.	AGREE. The text has been amended to reflect this comment. See amended para 5.5.
12 HBC – Community Services	The Council's Arboricultural Officer has commented on the trees on this site. The group of mature sycamores to the north of the site is identified as being important and provides a solitary bank of greenery in an otherwise treeless area and as such are considered important as a visual amenity and contrast to surrounding buildings. Their retention will be dependent on the final design.	AGREE. These trees are located within the conservation area and are therefore protected. The brief requires submission of full landscaping plan as part of the application. See para 5.5.3, 6.2 and 6.7.

Organisation/Individual	Summary of Response	Officer Comment
12 HBC – Community Services	The proposal area is almost totally devoid of trees or other vegetation. The scheme should allow adequate space for their inclusion and future development. These could be in the form of single specimen trees or planters such as those in front of the Victoria Centre.	See above.
20 HBC Development Services Planning Division (Design and Conservation)	page2/2.1 last bullet point add: Overall aesthetic appearance of this area of Harrogate in a modern manner with an appreciation of the traditional character of Harrogate.	AGREE. The text has been amended to reflect this comment. See amendment to para 2/2.1. In addition design guidance generally has been expanded in the brief.
20 HBC Development Services Planning Division (Design and Conservation)	P6/3.6 Site Constraints 3.6.6 add Conservation Area and heart of commercial/retail area of Harrogate.	AGREE. See amendment to include para. 3.6.6
20 HBC Development Services Planning Division (Design and Conservation)	P11/4.9 Other Local Plan Policies add: HD3 Control of Development in Conservation Areas HD20 Design of new development and redevelopment HD21 Shopfronts	AGREE. Design guidance and policy element has been strengthened in amendments to section 4 to include a new section 4.8. Design Policies.
20 HBC Development Services Planning Division (Design and Conservation)	Insert new para. P14/5.5.7 to cover the following comments: Elevation will clearly reflect the use/function in the form of retail display at ground level/first floor. Office use above this and residential on upper floor. The traditional use of Harrogate stonework for the masonry sections will create a continuity with existing buildings in the area. A design approach for retail windows should be in the covenants so that the developer will not enclose the pilasters etc. (See HD21 and the Design Guide for Shop Fronts)	AGREE. These comments are reflected in a re written section 5.4/5.5 Urban Design Guidance.
20 HBC Development Services Planning Division (Design and Conservation)	5.5.8 Insert new para : Texture, finish and detail of the masonry should relate to Harrogate i.e. rustic stone at lower levels with ashlar/smooth materials at higher levels and feature appropriate stylistic detail to the masonry.	AGREE. See above

Organisation/Individual	Summary of Response	Officer Comment
20 HBC Development Services Planning Division (Design and Conservation)	5.5.9 Insert new para: Modern examples of new buildings with a Harrogate character can be seen as follows: *Travel Lodge – The Ginnel off Parliament Street *Housing over retail – Bower Street/Commercial Street Corner * Hall M and Breakout Space – Kings Road elevations and end entrance *New apartments Montpellier Road/Gardens Corner *Jubilee Car Park Union Street	AGREE. See above. Appendix 4 now also includes photographs showing examples of building details and materials appropriate for use in the context of this site.
20 HBC Development Services Planning Division (Design and Conservation)	P16/6.5 Add Additional larger scale elevations sections and plans at 1:50 and 1.5 to illustrate typical details of special areas/features.	AGREE. See amendment to 6.5.
22 Harrogate Civic Society	5.5.1 says the Council will consider favourably proposals up to 6 or 7 storeys in part. Suggest that buildings of this height should be set back from the road so as not to make this section of Station Parade feel closed in and dark like a corridor. If part of the interchange is set back this will provide an opportunity for landscaping.	AGREE. The amended section 5.4 Urban Design Guidance reflects these comments. The height appropriate for parts of the development will need to be considered in the context of detailed proposals for the site. Appendix 4 now includes a plan identifying Key issues to be addressed in the site's development and this plan identifies parts of the site where taller buildings are considered to be appropriate in terms of massing and scale in relation to the Exchange and Victoria Car Park.
22 Harrogate Civic Society	Hope statements in 5.9.1 and 5.9.3-5.9.5 will be pursued and implemented. Landscaping, especially with trees is important. An agreed scheme should be a condition of any planning approval.	AGREE. This section has now been strengthened.
22 Harrogate Civic Society	Reserve comment on example schemes until a detailed proposal comes forward. An architect with vision is required for this project. Knowledge of similar interchanges is important.	Noted. A revised indicative scheme is now included in Appendix 4 of brief. The consultants working on the brief have experience of interchange developments elsewhere.

Organisation/Individual	Summary of Response	Officer Comment
25 D Garcia	<p>This is a grandiose scheme- the building's size and mass will have an impact on the town and will not enhance the overall aesthetic of this area of Harrogate as required by the Harrogate District Local Plan and the Draft Development Brief. Harrogate has several period civic buildings of note and does not need a key town centre gateway site. The scheme should fit in with the bus station and should not exceed the height of the adjacent Victoria Centre. Suggest retaining the station car park and create an elegant crescent façade for the station building with wrought iron and glass canopy at ground level. This would give visitors to the town the correct impression.</p>	<p>DISAGREE. The design guidance and policy element of the brief has been strengthened to ensure that the building's size, mass and design is appropriate for this part of Harrogate. This is a key site within the town centre that the Council is seeking to improve together with the County Council, Network Rail and Northern Rail, and in consultation with the bus operator and the owner of the car park between the bus and rail stations. The form of development suggested by this respondent would not result in a viable development scheme and the comprehensive development of the site in accordance with the objectives of the brief.</p>
26 N Miller	<p>Seven storeys seems excessive and will create a tunnel effect possibly worsening the effect for pedestrians on windy days. Will also have an impact from Cambridge Street. Style more suited to Leeds. Suggest impact could be reduced by extending development on land parallel with the bus station.</p>	<p>Noted. The revised indicative scheme included in Appendix 4 and the amendments to sections 4.0 and 5.0 address some of these issues. The height of buildings on this site is also addressed. Rail regulations regarding the construction of buildings adjacent to railway infrastructure restrict the developable area of the site.</p>
29 R Tinker	<p>Design issues:  Option 1-  * residential block A should have a splayed corner to Station Parade and one arch but a square corner, possibly higher to face down Cheltenham Parade. (Option 2 also)  *the slack curved angle forming the new station entrance should be sharper in form and centred on the width of Cambridge Street. This building should have one or more public clocks on it  Option 2-  * Combined facilities for bus and rail stations should be pursued as it is more logical for all.  Both options-  *railway station footbridge should be enclosed with glazing (reversible for cleaning)  * canopy on main station platform should be extended to ensure passengers continue to reach trains under cover. On the East Parade side a canopy of at least 3 train coaches in length should be provided, connected to the footbridge stairs together with an enclosed waiting room. Current facilities are a</p>	<p>Noted. Only one indicative scheme is now included within the brief. See Appendix 4. Design guidance for the development of the site has also been expanded particularly in section 5.0. A number of the comments made are very detailed or relate to areas outside the scope of the brief and are therefore not appropriate for inclusion. However, the provision of combined facilities for the bus and rail stations through the creation of an interchange is being pursued.</p> <p>With regard to the height of buildings on the site it is considered appropriate in this location to include some taller elements within the scheme. See new plan in Appendix 4 – Key issues to be addressed in the site's development.</p>

Organisation/Individual	Summary of Response	Officer Comment
	<p>disgrace for a tourist town and don't encourage public transport use.</p> <p>* elevations under the exchange building and to the south should be refurbished.</p> <p>* Development is one or two storeys too high- should be generally no higher than the Victoria Centre. Only the part of the building opposite Cambridge Street should be as proposed.</p>	
36 English Heritage	Design and massing as shown in the sketches are not acceptable for the town centre. Needs to reflect buildings across the road rather than the tall block above the station.	The indicative scheme included in Appendix 4 has now been amended. The sketches included in the draft brief for public consultation are no longer included in the brief. Design advice has also been amended and examples of building details found elsewhere in Harrogate included. See amended sections 5.4 and 5.5 and photographs of design details included in Appendix 4.
<b>PUBLIC TOILETS</b>		
<b>Support</b>		
15 Harrogate Chamber of Trade and Commerce	Support.	Noted.
22 Harrogate Civic Society	Should be provision for 24 hour facilities.	AGREE
34 (EHH)	Happy with reference made in the brief to provision of public toilets. Some 24 hour provision is required in this location in line with elsewhere in the district. This does not have to be part of the station itself and is a detailed matter for discussion/negotiation when firm proposals are tabled.	AGREE. See revised para 5.3.3
<b>Objections/suggested amendments</b>		
4 Network Rail 23 Harrogate and District Travel 42 Arriva Trains Northern now Northern Rail Ltd	Public toilets need to be properly funded. If they are to be part of the future Station facility they would not be available outside station opening hours – 24 hour access where toilets are provided on the Station is not acceptable to Network Rail or Arriva Trains Northern. However this does not preclude facilities being provided as part of the development perhaps controlled by the Council.	Noted. This is a detailed matter for discussion/negotiation when a planning application is submitted.

Organisation/Individual	Summary of Response	Officer Comment
<b>RETENTION OF PLATFORM 2</b>		
<b>Support</b>		
22 Harrogate Civic Society	Support the reinstatement of the Harrogate Ripon line and therefore agree that options should not be lost for the future.	AGREE. Consultants have confirmed that the development does not prevent the option of a rail link to Ripon being reinstated.
<b>Objections/suggested amendments</b>		
33 Ripon Railway reinstatement Association	Map3 refers to platform 2 as Platform and Track out of service. This is incorrect. They are used nightly for stabling and servicing passenger stock. It is not legally possible for Network Rail to close any platform used for any purpose connected with passenger trains without a long involved procedure involving the Rail Passengers Council.	Noted. The revised indicative scheme does not include this note. The new map of key issues to be addressed in the site's development, included in Appendix 4 refers to the need to ensure rail options for the future, both in terms of the Harrogate Line and any possible reinstatement of a link to Ripon, are not lost as a result of this development.
33 Ripon Railway reinstatement Association	<p>Plans 1 and 2 – it appears that bus station facilities occupy the site of the bay platform – platform 2 The Association is concerned at this loss because:</p> <ul style="list-style-type: none"> <li>* the effect on any re laid railway to Ripon – the operation of which could be severely hampered by the loss of the bay platform. Although the Ripon Rail Study 2004 by JMP Consulting concentrated on potential through trains from Leeds via Harrogate to Ripon and beyond, this does not negate the possible need in the future for trains starting from Harrogate. The rail system has suffered from lack of foresight before.</li> <li>* in terms of the existing rail network when congestion gets worse more people will move to rail services and more trains will be needed.</li> </ul> <p>The brief refers to a train station it should read railway station.</p>	See comments above.

Organisation/Individual	Summary of Response	Officer Comment
<b>UTILITY SERVICES/NOISE/CONTAMINATED LAND/AIR QUALITY</b>		
<b>Objections/suggestions for amendment</b>		
11 Yorkshire Water Services Ltd	A large public combined sewer crosses the site. A protected strip 6 metres either side of the sewer is required in order to provide access and prevent damage to the sewer.	Noted. In light of these comments discussions have taken place with Yorkshire Water. Their comments seek to protect the large public combined sewer that crosses the site. There is also an agreement between Network Rail and Yorkshire Water. However the specific requirements of any scheme will be subject to discussion and negotiation with Yorkshire Water and Network Rail when a detailed scheme is produced. Developers are therefore advised to contact Yorkshire Water and Network Rail at a very early stage in the design process and their contact details will be included in the brief. See amendment to para.3.6.3 and the inclusion of a map identifying the location of the sewer in Appendix 4.
11 Yorkshire Water Services Ltd	Foul water disposal – the combined sewer crossing the site is believed to be suitable to accept the anticipated foul water discharge from the proposal.	See above
11 Yorkshire Water Services Ltd	Surface water disposal – the public sewer identified does not have sufficient spare capacity available to accept the unrestricted discharge of surface water. On site storage or balancing or some other means of attenuation will be required. The surface water discharge from the proposal to the public sewer network should be restricted so as not to exceed 10 litres per second. If the whole site does not drain by gravity to the public sewer network then a sewage pumping station will be required	See above
11 Yorkshire Water Services Ltd	If the site is low lying relative to the location of the public sewer network the developer may have to take precautions to prevent the risk of flooding of the site from surcharge of the public sewer network.	See above

Organisation/Individual	Summary of Response	Officer Comment
11 Yorkshire Water Services Ltd	Water distribution – the site should be able to be supplied from the existing distribution system without excessive cost to the developer.	See above.
44 HBC – Community Services	Mixed development is proposed – the layout and combination of uses needs to be designed so that they are compatible so that noisy users do not create problems for others. e.g. group noisy activities together and provide necessary measures to minimise noise transmission.	AGREE. See amended para 3.6.4.
44 HBC – Community Services	Introduction of new developments that will raise existing noise levels such as licensed premises/nightclubs etc. Any applicant must consider the likely impact of such activities on existing residential development on Station Parade and East Parade.	AGREE. See above.
44 HBC – Community Services	Housing site to north of site borders main railway line and bus station. Prior to development need to establish the noise levels which residents will be exposed to. If mechanical ventilation systems are to be used to prevent occupiers having to open windows need to consider surrounding air quality and if this would be acceptable.	AGREE. See above
44 HBC – Community Services	Concerns over noise related to servicing both in relation to existing and future residential development. The developer would need to ensure that the servicing could be carried out without causing disturbance.	Noted. See above. Also the servicing arrangements identified in the indicative scheme have now been amended. This is an issue for further discussion/negotiation at the detailed planning application stage. Contact information will be included in the brief.
44 HBC – Community Services	Applicant will need to consider any potential land contamination prior to development.	AGREE. See para 3.6.2
44 HBC – Community Services	Station Parade is an area of relative high traffic levels and monitoring of Nitrogen Dioxide has recently begun. Results so far indicate pollution levels in excess of the government adopted annual mean concentration objective and close to possible exceedence of the one hour mean objective. Other pollutants of concern for the area are Sulphur Dioxide and Particulates from sources such as standing diesel locomotives and Heavy Duty Vehicles. Any proposals which have the potential to increase traffic numbers, congestion or by creating	Noted. The design guidelines and the indicative scheme have been amended to reduce the canyon effect on Station Parade. See amended 5.4 and the revised indicative scheme in Appendix 4. The requirement for an Air Quality Report has been included in the brief. See amendment to include new para 6.19.



Organisation/Individual	Summary of Response	Officer Comment
	<p>an area with reduced pollutant dispersal capabilities ie creation of a road canyon, as well as the suitability for certain types of development has to be considered with care. Prior to any approval an air quality report should be submitted by a suitably qualified Environmental Air Quality Consultant. The report should identify the current air quality of the area, the likely impact the development will have on the local air quality and the suitability of that area for that development, in particular the effect on existing and proposed receptors. The report must cover the effects arising once the development is complete, effects likely to arise during construction and if appropriate identify any mitigating effects and their appropriateness. The report must include an outline of the main alternatives studied, the reasons for the current choice and a non technical summary..</p>	
<b>FOOTBRIDGE/PEDESTRIAN LINKS</b>		
<b>Support</b>		
22 Harrogate Civic Society	No objections to changes in footpath links into the development so long as they provide easy access to all parts of the development and across Station Parade.	Noted. Improved pedestrian crossings of Station Parade and between the bus Station and the proposed interchange are shown on the indicative scheme included in Appendix 4. A detailed study of Station Parade will consider this further.
<b>Objections/suggestions for amendment</b>		
22 Harrogate Civic Society	Hope agreements relating to the footbridge are flexible enough to allow alterations that make the most sense. What rights does the Council have to negotiate adjustments that they see as desirable?	The nature of the agreements relating to the footbridges are outlined in para 3.2.2. Any new route should be as convenient and of a similar nature to the current route.
32 Rapleys on behalf of Coalhouse Properties (Harrogate) Ltd	No indication given as to how the link bridge will function as part of the development and what access will be given.	Noted. This will be dependent upon a design being submitted for the development. However, the indicative scheme included in Appendix 4 identifies how the footbridge could be incorporated into the scheme.

Organisation/Individual	Summary of Response	Officer Comment
<b>GENERAL</b>		
<b>Support</b>		
1 Harrington	Developer expression of interest in the site.	This has been passed on to the consultants who will market the site on behalf of Network Rail following approval of the Development of the brief as Supplementary Planning Guidance.
5 C Smith	Comprehensive development supported – hope something similar to that included in the brief is built.	Noted.
7 D Charlton	Area needs improving – plans seem to be a step in the right direction.	Noted.
10 HBC – Development Services Economic Development Unit	Brief welcomed. Development will resolve a long- term significant regeneration concern and is an improvement on previous schemes. Provides a comprehensive solution. Proposals included in the brief will enhance the attractiveness of the town to shoppers, increase retail spend and secure a long- term benefit for the town.	AGREE
15 Harrogate Chamber of Trade and Commerce	Offices and residential development supported.	Noted.
22 Harrogate Civic Society	No objections to phased development as long as the objectives of the brief are satisfied.	Noted.
22 Harrogate Civic Society	Agree that the findings of the Harrogate and Knaresborough Integrated Transport Study and study into improvements on the Leeds Harrogate York line should be taken into account when developing the site.	Noted.
22 Harrogate Civic Society	Pleased to see the financial involvement of a number of agencies in this project. Contributions should be maximised.	Noted.

Organisation/Individual	Summary of Response	Officer Comment
<b>Objections/suggested amendments</b>		
6 C Kirton	Development will cause major traffic issues.	Any development proposals for the site will be required to prepare a Transport Assessment see para 6.13 which will consider traffic generation issues and ways in which they can be overcome.
6 C Kirton	Construction will take years and create upheaval. Don't subject locals to more traffic congestion.	DISAGREE. A Phasing Plan showing details of work and measures to minimise disruption will be required as part of any planning application. See amendment to 6.3.
6 C Kirton	The bus station is one of the nicest in the country and is in keeping with the town centre. Money should be spent on areas that need restoration and not areas that need modernising and shopping centres.	Noted. However, the remainder of this key site in the conservation area, including the railway station, requires refurbishment.
14 Little Red Bus	The brief sounds unexciting and unimaginative. The site has amazing potential – can the brief be made to sound more challenging?	Noted. It is considered that the amendments made to the brief, following consultation and further discussion, address the site's potential in greater depth.
14 Little Red Bus 37 Action for the Environment Group	Little reference made to the environmental impact of traffic. Consideration should be given to the incorporation of solar panels or systems that provide environmentally friendly power to supplement other fuels. Dual fuel buses/ electric buses should also be considered as in York. Sources of funding are available for such initiatives that could compensate and enhance the project. This would demonstrate public commitment to safeguard our future environment by reducing carbon dioxide emissions and also demonstrate best practice to other businesses. Offer to work with developers on this issue.	There is a requirement for any development scheme to prepare a Transport Assessment see para 6.13 which will consider traffic generation issues and any measures required to address traffic impact.. Para 5.5.3 covers use of energy efficiency and re-usable energy technology where appropriate.
14 Little Red Bus 16 Harrogate District Community Transport	Has a more frontline spot been considered for shop-mobility as part of these proposals? Extra funding towards the scheme may be available.	Noted. The current location allows room for new users to practice using the vehicle prior to using the shopping centre. See comments below.

Organisation/Individual	Summary of Response	Officer Comment
18 North Yorkshire County Council – Business and Community Services	North Yorkshire County Council's Director of Business and Community Services wishes to register an interest in possibly providing access to its services through this development.	Noted. Accessibility to services is also currently under consideration by the Borough Council. This site could provide a suitable location for a 'One stop shop' to access services but further consideration is required. Developers are asked to contact the authority to discuss the matter further. See amended paras 5.2.3 and 5.2.4
22 Harrogate Civic Society	Favour hotel use in conjunction with health and fitness facilities.	Noted. This is a possible use as outlined in 5.2.3
22 Harrogate Civic Society 25 D Garcia	Retail use need not dominate/is not required and large drinking establishments and clubs should not form part of the development as the town centre is well supplied with such facilities.	Noted. The Council will be seeking a mix of uses on this site. Work undertaken by the consultants indicates that retail and residential use potentially provide the most viable development also enabling the creation of a transport interchange. The Local Plan and retail capacity study suggest scope for additional retailing in this location.
22 Harrogate Civic Society	When café/retail outlets are stated does this mean café or retail?	Either use is considered appropriate as part of a town centre mixed development.
22 Harrogate Civic Society	Suggested wording changes: 5.4.4 replace “typology” with “category”. Replace “displays a pseudo classic aesthetic” with “is based on Palladian designs” 5.4.5 replace “promote a forward looking civic aesthetic” with “be of an appropriate design for the conservation area.” 5.4.6 the second bullet point – “stood” should be replaced by “Standing” and add “junction” at the end.  5.5.3 “leawood” should be replaced by “leeward” 5.5.4 “Cambridge Parade” should be replaced with “Cambridge Street”	AGREE. These minor wording changes have been incorporated into the brief either completely or in a slightly amended form.
23 Network Rail 42 Arriva Trains Northern now Northern Rail Ltd	Delete section 5.3.5 – There is no commitment at the current time from the rail industry with regard to contributing to the funding of such works. The current statement is potentially misleading to any bidder for the site. Not known whether Serco/Nedrail made any provision for Station developments in their franchise bid.?	Noted. But this is a matter for further discussion in the context of any development proposals. The availability of funding for improvements to the station would have to be dependent upon a business case being made for the interchange set within the context of wider improvements and studies. See amendment to 5.3.5.

Organisation/Individual	Summary of Response	Officer Comment
23 Network Rail 42 Arriva Trains Northern now Northern Rail Ltd	Plan in Appendix 3 ought to read that the footbridge over Network Rail land is controlled by NR and that the part of the footbridge over Station Parade by HBC. Also the contractor's yard is now a NR controlled area. Where the report makes reference to Arriva it may be better to refer to the Station operator or Train Operating Company.	Noted. See amended plan in Appendix 3.
24 Harrogate and District Travel	HDT/Blazefield's concerns were raised with the consultants During the preparation of the brief but concerns have not been reflected or addressed.	Further consultation has taken place with Harrogate and District Travel and the brief has been amended to reflect the concerns expressed.
37 Action for the Environment Group	Brief should specify a building that demonstrates best practice in terms of energy efficiency, renewable energy technology and other general principles relating to sustainable construction.	AGREE. See comments below
38 HBC – Community Services – Local Agenda 21	The Council has a corporate commitment to sustainable development. The Local Agenda 21 Plan – Action for the Environment highlights the need to take action on energy, waste, water, conservation, biodiversity, transport and raising awareness of environmental issues/sustainable development. It includes a sustainability check list which should be employed for all new developments or services. This development provides the ideal opportunity to demonstrate best practice in these areas whilst also encouraging use of public transport and access to these facilities by walking and cycling. Other sustainable construction methods could be used by incorporating life cycle analysis (cradle to grave) use of materials.	Agree. Para. 5.4.7 refers to the need to utilise construction materials in a sustainable way and the paragraph has been amended to refer to the need to consider the use of energy efficiency and renewable energy technology where appropriate.
41 North Yorkshire County Council – Highways	Section 6 – a travel plan should also be required.	AGREE. See amendment to 6.13