

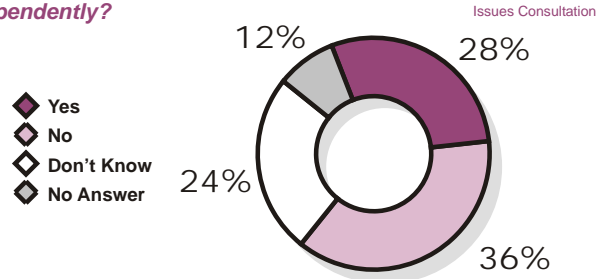
Knarborough - current profile '05



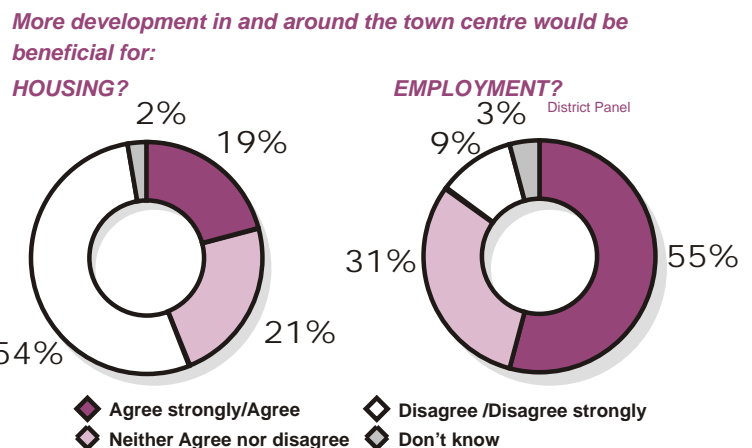
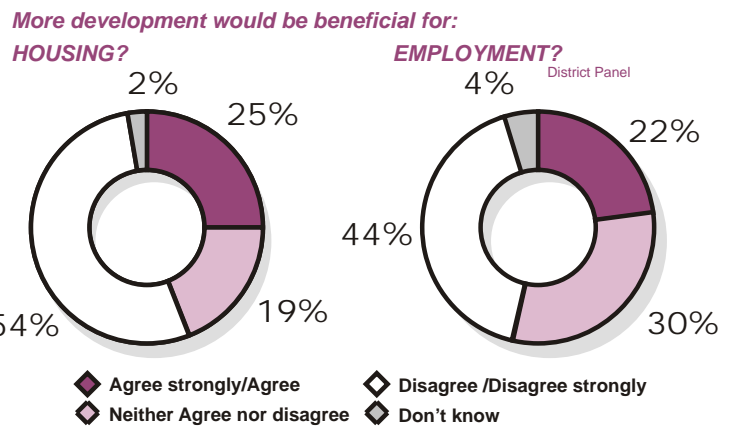
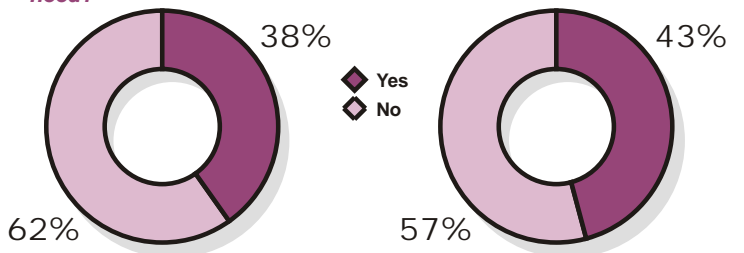
- ◆ Third largest of the District's urban areas
- ◆ Distinctive and attractive town
- ◆ High quality built heritage
- ◆ Visually stunning greenspace
- ◆ High car ownership
- ◆ High level of affordable housing need
- ◆ Good public transport links
- ◆ Manufacturing is dominant employment sector
- ◆ Poor choice, range and quality of shops
- ◆ Insufficient car parking
- ◆ High traffic congestion in High Street
- ◆ Access to a range of leisure facilities

Housing and the Economy

Providing the character and physical separation of the two towns can be retained, do you think it sensible to consider the housing and employment land use requirements of Harrogate and Knarborough together, rather than separated out independently?



Should Knarborough take a greater proportion of the District's housing requirement than in the past: based on its relatively high level of affordable housing need? to assist in its regeneration?



“What do you think might make Knarborough a better place by 2021?”

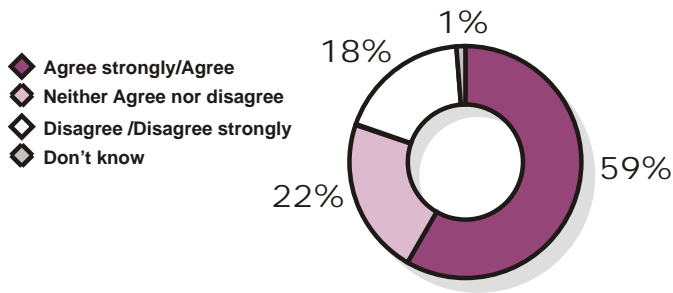
sample responses:

- ◆ Create an identity as a separate town to Harrogate
- ◆ More attractions for visitors
- ◆ Better parking
- ◆ More quality housing
- ◆ Improve variety and quality of shops including a new supermarket
- ◆ Enhance rail provision in residential areas
- ◆ Improved accessibility with poor mobility
- ◆ New train station to east of town
- ◆ Environmental improvements to High Street, Waterside and Conyngam Hall Park
- ◆ Re-route traffic away from High Street
- ◆ More facilities for young people
- ◆ More sports facilities



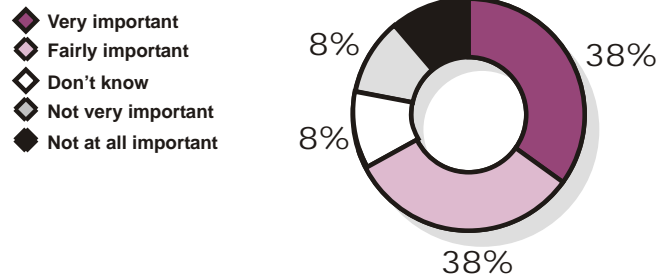
PLAN YOUR FUTURE

More housing is needed for those who cannot afford market house prices.



How important is it that existing/former employment land and buildings in Knaresborough which could provide for small to medium and starter businesses be retained for employment use?

Issues Consultation



Can you suggest one broad area of countryside adjoining Knaresborough which could be developed with the least harm to the character and setting of the town?

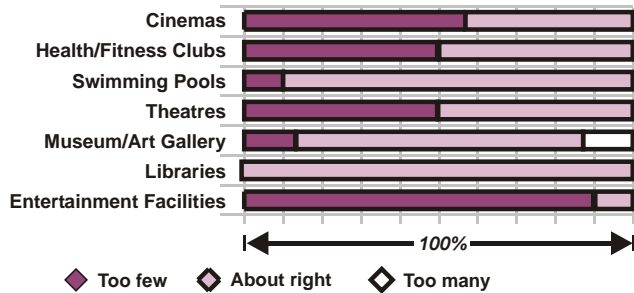
Issues Consultation

- “None appropriate other than town centre”
- “Manse Farm”
- “Off Chain Lane/Halfpenny Lane”
- “West of A6055 North of the Town”
- “Calcutt area”
- “North of York Road/Manse Farm East of Eastfield”

Other Issues

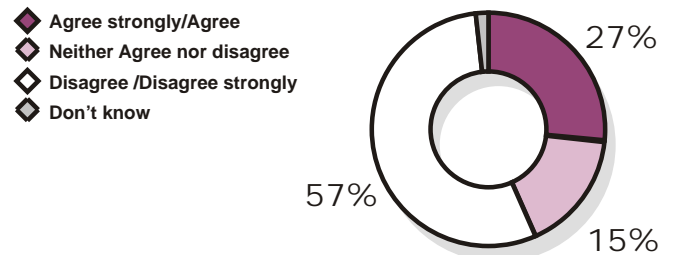
With regard to leisure and entertainment facilities to serve Knaresborough as a whole, how would you describe the current provision?

Issues Consultation



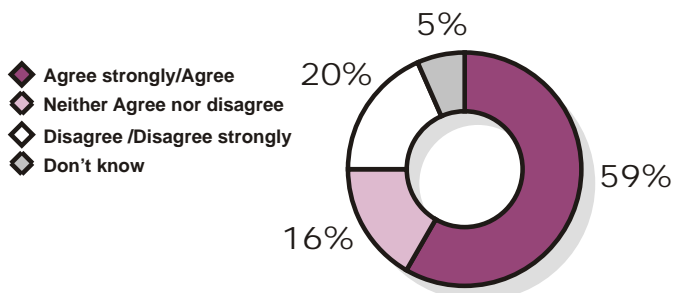
A large food store is needed.

District Panel



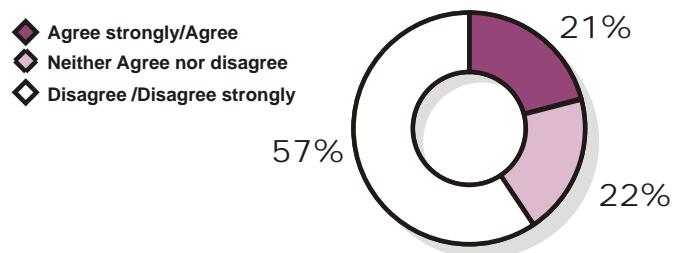
Park and ride sites would reduce traffic congestion in town.

District Panel



There should be more indoor/mall type shopping facilities.

District Panel

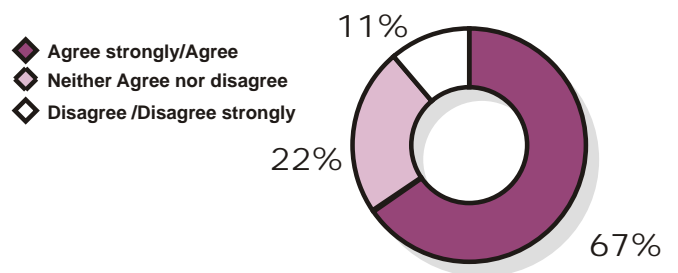


What would make Knaresborough town centre a better place for you and others to visit?

Comment	Frequency
Better quality/variety shops, fewer empty and charity shops	44
Traffic reduction/parking improvement	43
Environmental improvement/heritage preservation	20
More community facilities e.g cinema	10
No change needed	7
Controls over anti social behaviour	6
More residential, especially over shops	5
Other	4

Traffic congestion is a serious problem.

District Panel

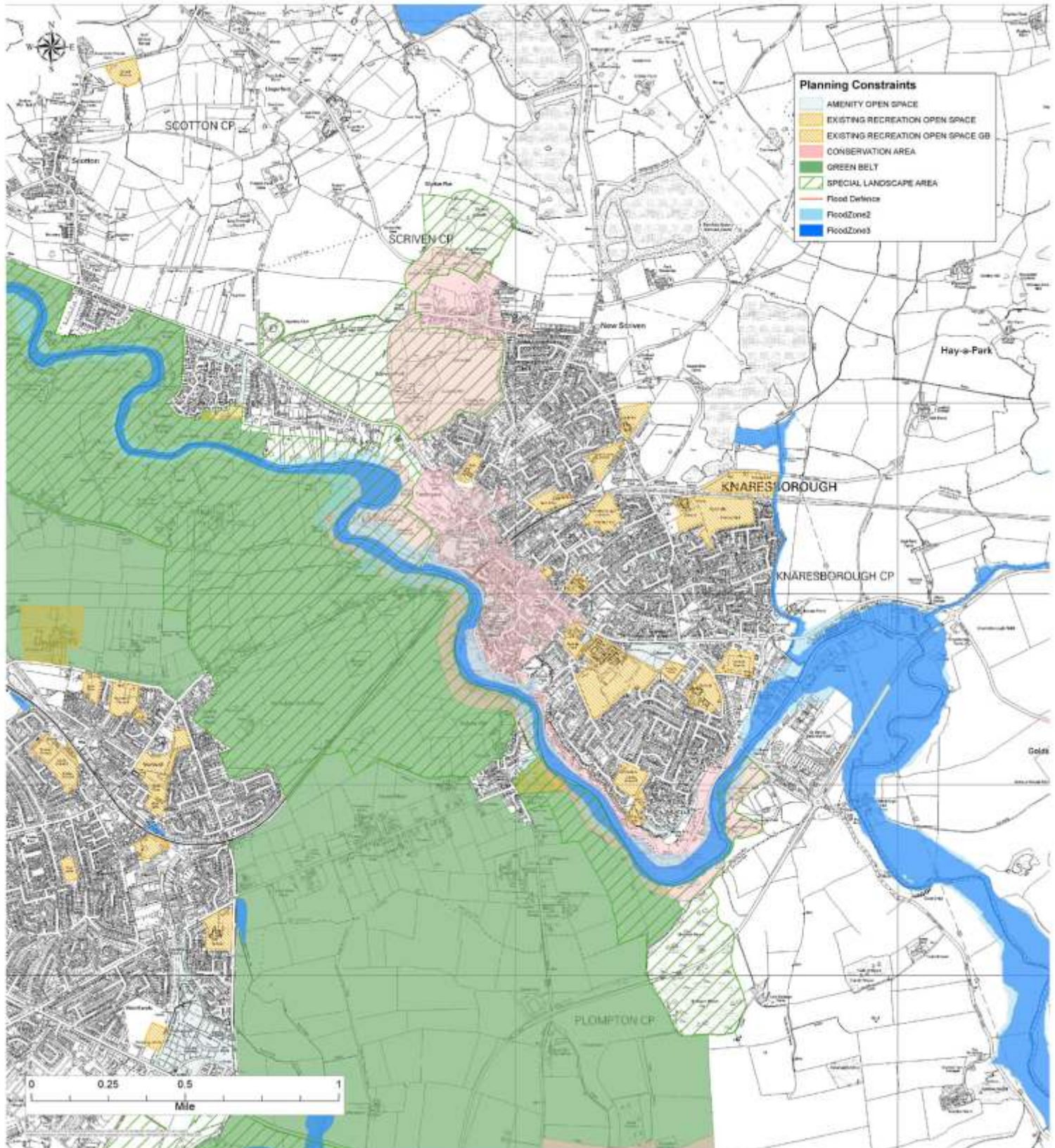


“Need to identify a clear role for Knaresborough’s shopping centre to ensure its future vitality and viability.”

“More shops, hotels and places to eat and drink”

“Knaresborough is a good location for increased housing development given its public transport infrastructure, provision of services, links with Harrogate and access to employment opportunities.”

“More car parking”



“Create the opportunity for large supermarket adjacent to the town centre”

“Pedestrianise the Market Place and institute a café culture”

“Redesignate A59 High Street to minor road and re-route traffic along bypass instead of the High Street.”

Knarborough Market Town Initiative

The Renaissance Market Town (RMT) initiative is being progressed by the Knarborough Town Team which comprises volunteers from the local community who have an interest in the town's future. The initiative is sponsored by Yorkshire Forward and supported by Harrogate Borough Council and North Yorkshire County Council.

The following is taken from the emerging Knarborough RMT Delivery Plan (March 2005):

Knarborough Renaissance Market Town (RMT) Charter

Knarborough will:

- Enhance its standing as a vibrant, independent town
- Build a positive and supportive community
- Support the development of its citizens
- Make the town more pedestrian friendly, cleaner and safer
- Develop as an attractive, welcoming place
- Offer an attractive and viable place for business
- Provide culture and recreation activities for all ages and tastes
- Conserve and enhance the historic market town character
- Complement and preserve the natural landscape

Possible projects identified are;

COMMUNITY

- ◆ Knarborough Town Centre Youth Facility
- ◆ Housing
- ◆ Town Manager

BUSINESS AND COMMERCE

- ◆ Improving shopfronts
- ◆ Improving the offer
 - ◆ Medium sized supermarket
 - ◆ Control of non-retail uses
 - ◆ Piecemeal development sites
 - ◆ Developing retail quarters

BUILT ENVIRONMENT

- ◆ Knarborough High Street Improvements
- ◆ The riverside
- ◆ Signage & Street Furniture

TRANSPORT

- ◆ Car Parking
- ◆ Knarborough Bypass
- ◆ Improved pedestrian links
- ◆ Improved Park & Ride

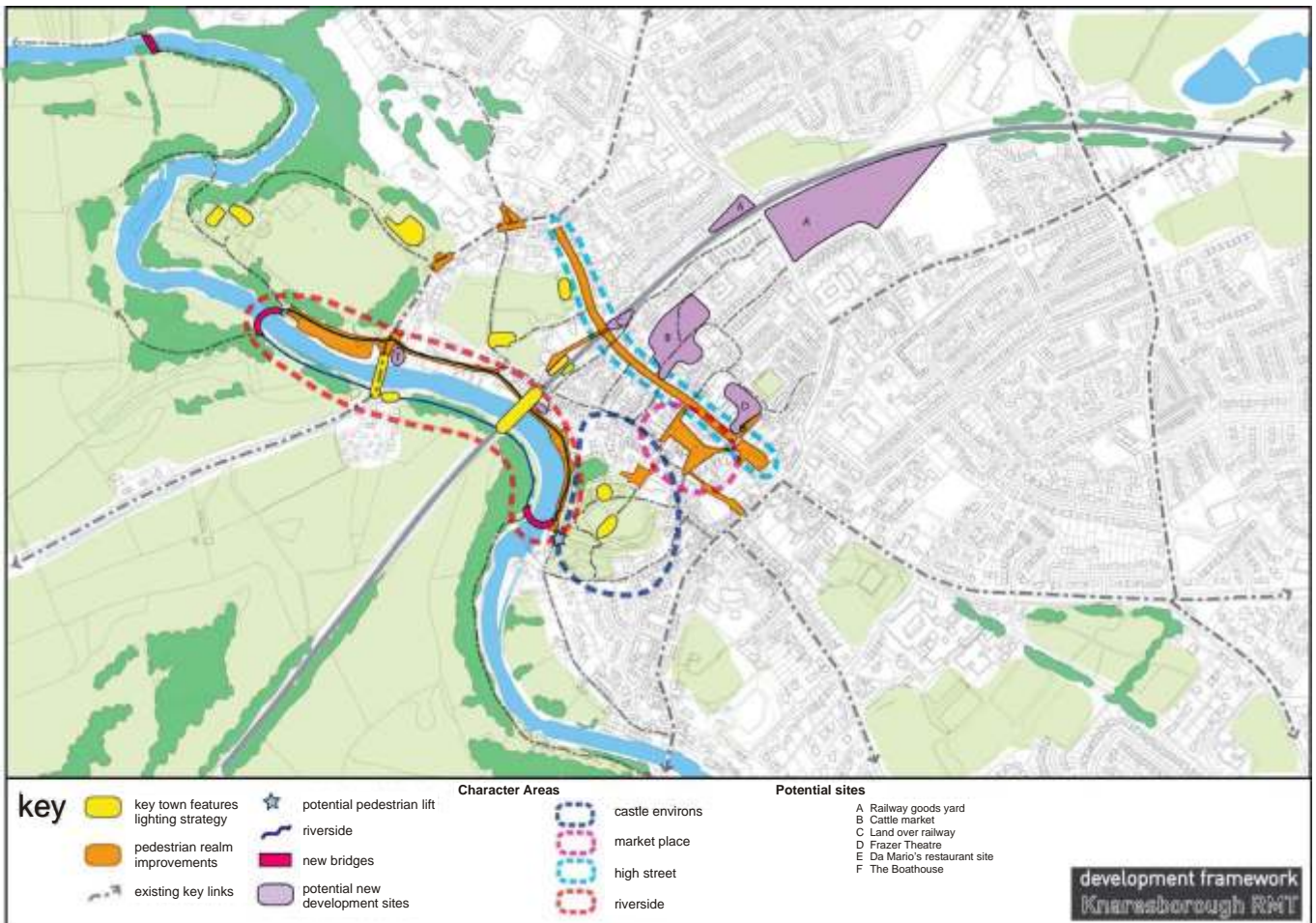
SPORT, LEISURE, CULTURE & HERITAGE

- ◆ Frazer Theatre & Environs
- ◆ Nidderdale Way Link to Knarborough
- ◆ Arts Strategy

TOURISM

- ◆ Link from castle/museum to riverside
- ◆ Knarborough Castle
- ◆ Performance Area

Map extract from DRAFT Knarborough RMT Charter



**Attendance List for LDF meeting 27th April 2005 –
Conyngham Hall, Knaresborough**

Cllr A Jones	Harrogate Borough Council
C Fordy	Strutt and Parker
M Lowsley	Resident
H Pankhurst	Harrogate Civic Society
S Prescott	Resident
J Kirkham	Taylor Woodrow
P Wrigley	Save Crimple Valley
A Farmer	Knaresborough Civic Society
M de Jager	Knaresborough Civic Society
Mrs Head	Knaresborough Civic Society
E Ferguson	Knaresborough Chamber of Trade
C Dight	Spa Tennis Club and Belmont Grosvenor School
A Evers	Resident
H Lyon	Knaresborough Town Council
P Guest	Knaresborough Town Council

Planning Officers/Workshop Leaders

Tim Richards	HBC
Dave Allenby	HBC
Dave Sykes	HBC
Simon Hartley	HBC
Rachael Hutton	HBC
Gerry Fitzmaurice	HBC

LDF WORKSHOP: KNARESBOROUGH – Report of Discussion

Workshop 1 (of 2)

Introduction

(No handout was provided at this workshop.)

The group viewed and discussed the display material provided at the meeting.

The group were reminded by the workshop leader that as far as the Regional Spatial Strategy is concerned, Knaresborough should act as a principal service centre for the surrounding area. The workshop was therefore asked to consider two options for the growth of Knaresborough:

Option 1: Is it appropriate that there should continue to be a modest amount of growth at similar levels to development in recent years?

Option 2: Should Knaresborough take a greater amount of growth?

Comments were made by individuals however where there was general consensus within the group these have been highlighted below:

Growth of Knaresborough

- **The residents of Knaresborough in particular felt that it should be considered separate to Harrogate. It was felt that Knaresborough was not a true market town but a dormitory town to Harrogate and therefore it needed to foster a strong identity/character which clearly defined the town.**
- Clear views were expressed that Knaresborough had had its fair share of housing. Existing development was putting pressure on the town in terms of services, facilities and traffic and therefore it was felt that the town could not cope with any substantial increase in future housing. Concern was expressed about the impact of the Halfpenny Lane approval.
- The possibility of a major extension East of Knaresborough was identified and there was discussion about the possibility that it could bring about an increase in services and/or help to regenerate the centre of Knaresborough in terms of shopping facilities etc. **However, there was agreement that future housing provision in Knaresborough should be based on ad-hoc, small in-fill sites even though there was also concern expressed that there was a need for additional community facilities such as meeting halls and facilities for the young. A major extension was not felt appropriate at all.**
- There was some discussion about how the housing figures in the RSS were calculated and how they had classified Knaresborough. It was felt by some that Knaresborough was not a Principal Service Centre as it had inadequate services and facilities.
- Discussion took place regarding the need for affordable housing and concern was expressed that previous affordable housing had been allocated to people from outside Knaresborough. **There was general consensus that even the need for additional affordable housing did not warrant the need for an increased amount of housing development.**

Employment

- In terms of employment provision, it was felt by some that there was a need to attract businesses that pay higher wages to reduce out-commuting, as it was felt that Knaresborough was becoming a commuter town. Alongside the need to have a strong identity there was discussion about the possibility of developing small workshops in some of the yards etc to encourage local crafts etc. This could provide more employment opportunities and also increase the tourism potential for Knaresborough.

Transport/Traffic Issues

- **The lack of parking was identified as a major issue for Knaresborough, as it deterred**

residents and visitors from using the centre of Knaresborough. There was also consensus that there was a need to get the cars off the streets to improve the environmental quality of the town centre. Options discussed included multi storey parking and improvements to park and ride such as extending it to all year round. The interaction between the town centre and St James Park was felt to be poor and it was felt that there was a need to try and encourage park and ride between the two again.

- **There was general consensus that through traffic was a major problem for the town centre which created a poor environment for shoppers and deterred tourists.**
- **The possibility of a new train halt was discussed and there was general consensus that one was needed to serve the east of Knaresborough, particularly as it was felt that the existing train station was not adequate as it had limited parking and that access between it and the town centre was poor.**

Which Growth Option?

1. **The group agreed that there should continue to be modest growth at similar levels to development in recent years. They wanted to see small, ad-hoc, infill development.**
2. **There was general consensus that Knaresborough should not take a greater amount of growth and there was no support for the possibility of a major urban extension.**

Workshop 2 (of 2)

Introduction

(No handout was provided at this workshop.)

The group viewed and discussed the display material provided at the meeting.

The group were asked to consider two possible options for the future growth of Knaresborough:

Option1: Is it appropriate that there should continue to be a modest amount of growth at similar levels to development in recent years?

Option 2: Should Knaresborough take a greater amount of growth?

Comments were made by individuals however where there was general consensus within the group these matters have been highlighted below.

Growth of Knaresborough

- Discussion took place regarding the issue of affordable housing. It was felt that this was a misleading term, as many people with low wages still cannot afford such houses. **There was a consensus that there was a great need for affordable housing and that this should be in the form of rented accommodation. The need to ensure that affordable housing was available to locals was expressed.**
- It was explained that a modest amount of future development based on Knaresborough fulfilling its role as a principal service centre would be about 40 dwellings per year, approximately the same as the number of new houses that has been built on average each year over the last five years.
- It was considered that future development should be sustainable in terms of housing, employment, retail facilities etc. to minimise travel. Daily commuter patterns would be useful to show the numbers commuting into and out of the town.
- New housing development was not considered to be a guarantee that new services will be provided, even though these were essential.
- Mixed – use development was considered to be more sustainable.
- **It was considered important that the character of Knaresborough should be protected.**

Employment

- One way of addressing the imbalance was to provide more employment opportunities in the town itself, this could include the provision of sites for small workshops

Retail

- There was considerable debate over the retail facilities in the town and how this could be improved given competition nearby. One way was considered to be through concentrating on specialised shops catering for a specific market.

Transport/Traffic Issues

- **There was a general consensus that any amount of new development would have a detrimental impact through increased traffic levels that these issues, including public transport improvements, needed to be addressed urgently if new development were to proceed.**

Which Growth Option?

1. The group were asked for their views on the availability of any sites for a mixed – use development. The only site discussed as having this potential was at Manse farm off

York Road, east of Knaresborough. The potential of this land to provide affordable housing and a rail halt was referred to.

2. **The consensus was that any new development in Knaresborough should respect the existing character of the town.** There was general concern that development on the scale as that to take place at Halfpenny Lane would have a significant impact on the town.
3. **Initially, the majority of the group were open – minded to the prospect of Knaresborough taking a greater amount of growth provided there were real benefits in terms of the provision of affordable housing and services, including a rail halt and the character of the town was retained.***

* Post Workshop Note

However, during the feedback session at the end of the evening, some members of this group were resistant to the concept of greater growth. **Overall the general consensus of Knaresborough residents at the meeting was to strongly prefer Option 1.**