

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

INTERCHANGE/DEVELOPMENT BRIEF

Organisation/Individual	Summary of Response	Officer Comment
Support		
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 Yorkshire 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.)
Objections/suggested amendments		
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)

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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 trends 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"> - the retail element of the indicative scheme is 5364 sqm (gross) - 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. - 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. - 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.

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	<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"> - A contribution is expected through the Local Transport Plan. See amended 5.7 - 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. - The Planning Division is happy to discuss wider retail issues with Tops Estates as part of work being undertaken on the Local Development Framework. <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"> • 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. • 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. • It is government policy to encourage integrated transport, improvements for public transport, reduced traffic congestion, etc • 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. <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
SERVICING		
Support		
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
Objections/suggested amendments		
<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"> • 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. • 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. <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
BUS STATION		
Objections/suggested amendments		
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 Blazefield Holdings	<p>The following errors need correction:</p> <ul style="list-style-type: none"> • 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. • Para. 3.4.1 – add a final bullet point. Space is also available for up to 5 buses to layover between service. • Para 3.4.2 – Staff facilities are currently provided on the first and second floors of 42 Station Parade. • Para. 5.3.6 – the agreement with Coalhouse provides for Blazefield to lease first floor accommodation with a net lettable area of 2,750-3250sq ft of first floor office and staff accommodation. • Appendix 1 – bus station area is incorrect. The correct boundary is shown in Appendix 3. 	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.
STATION PARADE		
Support		
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.
Objections/suggested amendments		
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.

Organisation/Individual	Summary of Response	Officer Comment
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.
HOUSING		
Support		
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
Objections/suggestions for amendment		
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
TAXIS/DROP OFF/CAR PARKING AT FRONT OF STATION/PARKING		
Objections/suggested amendments		
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"> * the area is not wide enough for a proper turning circle * 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. * issues relating to luggage and the need to purchase a rail ticket which can only be done on the other side of the tracks. * present bridge and lift are inadequate. <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"> *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. 	<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.
PUBLIC REALM/DESIGN		
Support		
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.
Objections/suggested amendments		
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 on 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.
PUBLIC TOILETS		
Support		
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
Objections/suggested amendments		
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
RETENTION OF PLATFORM 2		
Support		
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.
Objections/suggested amendments		
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"> * 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. * in terms of the existing rail network when congestion gets worse more people will move to rail services and more trains will be needed. <p>The brief refers to a train station it should read railway station.</p>	See comments above.

Organisation/Individual	Summary of Response	Officer Comment
UTILITY SERVICES/NOISE/CONTAMINATED LAND/AIR QUALITY		
Objections/suggestions for amendment		
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>	
FOOTBRIDGE/PEDESTRIAN LINKS		
Support		
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.
Objections/suggestions for amendment		
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
GENERAL		
Support		
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
Objections/suggested amendments		
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