A close-up of a logo

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**North Yorkshire Local Plan**

**Sustainability Appraisal Scoping Report Consultation**

**Knaresborough Town Council submission**

There is a need for a local Knaresborough sustainability plan to ensure communities like Knaresborough do not get lost in the wider North Yorks Local Plan.

This response to the consultation is broadly split into two approaches:

i) any issues relating to Knaresborough clearly identified in the consultation document.

ii) concerns town council would like to see addressed

i) issues identified within the document clearly relating to Knaresborough

Page 14: Air quality. Is a concern that Bond End is still on the list. Local environment clearly is a major concern. Need to focus on our AQMA.

Page 16: Road infrastructure. Impact on historic market towns like Knaresborough. Need additional work to address congestion issues. As house numbers increase, level of congestion increases. Serious consideration should be given to re-routing the A59 from the center of Knaresborough.

P42: Employment. Harrogate is identified but Knaresborough is not. Massive issue for Knaresborough. Lack of employment opportunities locally leads to Knaresborough becoming a dormitory town where people live but travel out of town to work. This has a detrimental effect on community cohesion.

P79: Green Belt - Green Belt protections maintained to support the separation of communities at all costs. Need to highlight that the local plan should protect Green Belt. More reference to protection of existing Green Belt. Need Green Belt review to consider extending Knaresborough Green Belt along A59 to create a separation between Knaresborough and Flaxby.

P85/86: Local landscape designations. Specific mention of Nidd Gorge. We need to re-enforce that message through policies that protect special landscape areas + Birkham Wood needs to be listed along with the SSSI at Hay-a-Park..

P102 and 108: In terms of transport Knaresborough train station is mentioned. Knaresborough train station is seeing a significant increase in use. More needs to be done to continue to increase rail user numbers. Station at Manse Farm with park and ride facilities needs to be built.

ii) What is it that we would like to see in a Local Plan.

We need a second station Halt and the line between here and York double tracked and electrified.

As we develop as a destination town we need a park and ride. Maybe at the second rail Halt. Or maybe at the outlying estates? Improved parking strategy for the town – out of the town centre.

Mitigation strategies to influence town infrastructure needs resulting from population growth – NHS services etc. Revised Local Plan that may result in numbers of houses built in Yorkshire per year rising from 3k to 4k per year. This growth needs to be spread across all North Yorkshire towns and villages and not loaded onto a few already overstretched communities. Serious consideration should be made to creating further new towns like The Maltkilns.

Need for new schools, particularly a new senior school. Need a strategy which will look at the senior school for the area east of Knaresborough.

Improved community facilities. Very little reference to those in the document. Just not satisfactory. Need new community halls and facilities. Ensure developers and builders developing large new estates actually build the community facilities they promise when submitting original planning applications.

Town specific economic strategy. Need to look at a strategic focus, say to bring a science park which would attract high value jobs to the area. This to include a hotel.

Time limit on planning applications to stop developers land banking sites designated for industrial use e.g. Manse Farm

Traveler sites – Calcutt the only designated set of sites in the area. New sites need to be distributed across the North Yorkshire area. There should be no further increases in numbers for Calcutt sites.

Strong use of neighbourhood development plans. Needs to be a stronger inclusion of the role of NDPs in the local plan.

Local health impact assessment. Not good enough to do it just at county level, needs to be done for every community impacted by increasing populations.

Need to strongly highlight that Knaresborough has conservation area status needs to be maintained and protected and if found necessary extended.

Stronger habitat protection. Wildlife corridors. NYC should strengthen their policies as they relate to wildlife corridors.

More protection for local green space in Knaresborough.

There needs to be really strong local carbon climate change reduction plans.

Strengthen protection for the historic infrastructure of traditional Medieval market towns such as Knaresborough.

Stronger emphasis of water management improvement to reduce flooding risks resulting from river Nidd and water run off at times of heavy rain fall into old Victorian sewage networks.

3.3.31 Flooding due to road run off. Knaresborough is not mentioned but we need to be included as a named element within that strategy.

We should not be allowing any more development until we have tackled the old sewage system.

Policies to improve public transport networks interlinked with active travel schemes.

New buildings should be sustainable carbon neutral or carbon negative through complete life of the building. Pressure to put back into the planning system to make this a requirement.

Types of ownership of housing; low percentage of social housing locally. We are below Yorkshire and England as a whole. More focus on increasing social rented properties at a local level.

**Call for sites:**

The call for sites announcement states that:

“Sites can be put forward for any use or designation and this can include, but is not limited to, housing, employment and commercial development, retail and leisure, renewable energy generation and biodiversity or other environmental enhancement schemes.”

National discussions around planned legislation suggest that the environmental protections in existing policies may be overridden.  For example, land has been acquired by a housing developer within the Green Belt, presumably in the expectation that restrictions to housing may soon be removed.

KTC discussed this and agreed the following:

In previous years, KTC has committed time and expenditure making clear its views in the Neighbourhood Plan. KTC would therefore reaffirm that the relevant sites in the Neighbourhood Development Plan should be protected from environmental damage”.