



# HARROGATE DISTRICT SITES & POLICIES DPD

## Infrastructure Delivery Plan (IDP)


November 2013



Working for you



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## 1. INTRODUCTION

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- 1.1 Local planning authorities are required to assess the need for infrastructure as part of the evidence base for their Local Plans, and their proposals for growth. The Council's Planning Policy team has therefore prepared the Infrastructure Delivery Plan (IDP) which seeks to identify the infrastructure and services required to support the level of planned growth in the District as part of the emerging Sites and Policies Development Plan Document (DPD).
- 1.2 The Sites & Policies DPD will ultimately be subject to an independent public examination by a Government appointed Inspector who will need to be satisfied that growth proposals are consistent with existing, and where necessary, increased infrastructure and service provision, and that there is a reasonable prospect of this new infrastructure being delivered over the plan period.
- 1.3 In addition to identifying the infrastructure and service requirements for the District over the plan period the IDP also seeks to identify who is responsible for undertaking the required works, how they will be funded and that they are capable of delivery in a timely manner.
- 1.4 The IDP contains the following information:
- **Section 2** – Provides a summary of the national policy context for undertaking infrastructure planning in support of the Local Plan and identifies a number of the key local planning policies associated with infrastructure delivery.
  - **Section 3** – Provides a demographic profile of the Harrogate District and outlines the scale and location of planned housing and employment growth in the Council's adopted Core Strategy and emerging Sites & Policies DPD.
  - **Section 4** – Explains the Council's approach to engaging with infrastructure and service providers to determine the infrastructure requirements to support planned growth in the District.
  - **Section 5** – Contains a profile of the range of key infrastructure and services existing within the District and who is responsible for managing them.
  - **Section 6** – Provides a brief summary of the different options for funding and delivering infrastructure and services.
  - **Appendix 1** – Contains the Infrastructure Schedule detailing the various infrastructure and service requirements identified by providers as required to support growth in the District.

## 2. POLICY CONTEXT

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- 2.1 National planning policy contained in the National Planning Policy Framework (NPPF) seeks to enhance the integration of development and infrastructure planning. Paragraph 162 of the NPPF states that local planning authorities should work with other authorities and providers to:
- assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and costal change management, and its ability to meet forecast demands; and
  - take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.
- 2.2 This involves collecting evidence of what physical, social and green infrastructure is needed to support the amount of development proposed for the area, taking account of its type and distribution. Evidence on the infrastructure requirements of housing growth planned for the towns of Harrogate and Knaresborough was presented at the Core Strategy Examination during 2008.<sup>1</sup> The Core Strategy Inspector recommended that future work on sites and development control policies be supported by a detailed assessment of the environmental and infrastructure capacity of individual settlements and the constraints and opportunities for development.<sup>2</sup>
- 2.3 The NPPF highlights that it is important to ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion. To facilitate this, the NPPF states that it is important that local planning authorities understand district-wide development costs at the time Local Plans are drawn up and, for this reason, infrastructure and development policies should be planned at the same time in the Local Plan. The Sites & Policies DPD, as its name would suggest, encompasses not only the allocation of sites to meet the District's housing and employment requirements but also the development policies considered necessary to guide the scale, location and design of development and to ensure that the required supporting infrastructure is in place to create sustainable communities.
- 2.4 Core Strategy Policy C1 and emerging Sites & Policies DPD Policy IN1 expect developers to provide for and/or contribute towards the provision of community and other infrastructure needs generated directly from their development where this is necessary to make a scheme acceptable in planning terms. Policy IN1 goes on to say that in order to encourage sustainable development the Council will work with infrastructure and service providers to deliver adequate infrastructure and services to support existing and future development across the District.

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<sup>1</sup> The Harrogate & Knaresborough Urban Extension Study – Volume 2 is available on the Council's website at:

[www.harrogate.gov.uk/Documents/DS-P-LDF\\_HKUES2\\_MainReportWEB.pdf](http://www.harrogate.gov.uk/Documents/DS-P-LDF_HKUES2_MainReportWEB.pdf)

<sup>2</sup> The Core Strategy and Inspector's Report is available on the Council's website at the following address: [http://www.harrogate.gov.uk/Documents/DS-P-LDF-CS\\_InspectorsReport.pdf](http://www.harrogate.gov.uk/Documents/DS-P-LDF-CS_InspectorsReport.pdf)

- 2.5 Emerging Policy IN1 identifies the types of infrastructure and services that will commonly be required to support development in the District. Developments will be expected to meet the needs generated directly from the new use of the site on-site wherever possible. Policy IN1 also includes a number of criteria to ensure that new infrastructure and service are necessary, delivered in advance of, or alongside, the development it is intended to support, cause minimal disruption to existing services and appropriately located and designed.
- 2.6 Harrogate Borough Council currently implements two Supplementary Planning Documents (SPDs) linked to Core Strategy Policy C1 and emerging Sites & Policies DPD Policy C4: New Sports, Open Space and Recreation Development relating to the provision of open space and village halls as part of new housing developments.<sup>5</sup> The SPDs require applicants for new housing development to provide for open space and village halls to meet the needs of the developments prospective residents. Provision levels must accord with adopted local quantitative, qualitative and accessibility standards. Developers can be asked to provide open space or a village hall on the development site itself, or more commonly, to pay a financial contribution so that these can facilities either be created off site or existing facilities in the locality can be enhanced as appropriate.
- 2.7 The Council has also produced guidelines for development control on the Council's approach to securing affordable housing provision and contributions towards education facilities. The Council consulted on a Draft Affordable Housing SPD at the same time as the Publication Draft Sites & Policies DPD.<sup>5</sup>

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<sup>5</sup> These documents are available on the Council's website at:  
[www.harrogate.gov.uk/LPConsult](http://www.harrogate.gov.uk/LPConsult)

### 3. DISTRICT PROFILE

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- 3.1 Harrogate District is a rural authority and part of the County of North Yorkshire. The District lies between the cities of Leeds/Bradford to the south, the District of Richmondshire to the north, the City of York and Hambleton and Selby Districts to the east, and the Yorkshire Dales National Park to the west. The Harrogate District has an exceptionally high quality and diverse environment. Almost half of the District comprises the relatively sparsely populated Nidderdale Area of Outstanding Natural Beauty (AONB). The District's three main settlements Harrogate (with an estimated population of 74,720 in 2010<sup>3</sup>), Knaresborough (15,410 population) and Ripon (17,180 population) are all centrally located to the west of the A1(M) highway that runs north-south across the District.
- 3.2 North Yorkshire has a two tier system of local government. This means that responsibility for a number of public services are split between North Yorkshire County Council (NYCC) and Harrogate Borough Council (HBC). For example, NYCC is the local highway and education authority for North Yorkshire whilst HBC is the local planning authority.
- 3.3 Analysis of the 2011 Census results for the Harrogate District shows the following<sup>4</sup>:
- The District covers an area of 130,794 hectares. The population density (number of persons per hectare) was 1.2 in 2011 compared to 3.4 for Yorkshire & The Humber and 4.1 for England. This reflects the rural nature of the District.
  - Harrogate District had a total population of 157,869 people in 2011 compared to 151,336 in 2001 (an increase of 4.3% on the 2001 population). The Office of National Statistics interim 2011 based subnational population projections estimates that the population of the District will increase to around 166,000 people in 2021.
  - There were 67,169 households in 2011 (an average household size of 2.3 people per household). Whilst 2.6 % of residents lived in communal establishments.
  - 28.8% of households were single person households of which 13.8% were aged 65 and over. 21% of households were families with dependent children.
  - 18.3% of the total population were under 16 years of age whilst 19.6% of the population were over 65.
  - 2,898 people (or 1.8% of the total population) are a schoolchild or full-time student aged 4 and over.
  - 53.6% of the total population (84,662 people) and 51.3% of those aged between 16 and 74 (81,402 people) were economically active.
  - 40.8% of residents aged 16 to 74 were in full time employment and 2.6% identified as unemployed but seeking work.
  - Of those economically active between the ages of 16 and 74, 61.8% travel to work by car or van, 3.8% by bus, minibus or coach, 2.5% by train, 2.2% by bicycle and 14.5% by walking whilst 8.5% mainly worked at or from home.

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<sup>3</sup> Source: NYCC, Mid-2010 Ward Population Estimates.

<sup>4</sup> Source: Office for National Statistics.

- 16.4% of households did not own a car or van whilst 41% of households have 2 or more cars or vans.
- 50.6% of the population classed themselves as having very good health whilst only 3.8% of people classed themselves as having bad or very bad health.
- 15.6% of the population have a long-term health problem or disability that limits their ability to undertake day-to-day activities either a little or a lot.

All percentages have been rounded up to the nearest single decimal place.

3.4 The Council's Core Strategy includes a target to provide a net annual average of 390 new dwellings to meet the housing needs of the District over the plan period up to 2023/24. The strategy also seeks to provide for some 45 hectares of land for employment land up to 2021. This growth in housing and employment will require infrastructure to be put in place to service, support and integrate the development into existing settlements. Core Strategy Policy SG1 stipulates that, over the plan period, the provision of new homes will be broadly distributed as follows:

- |  |       |
|--|-------|
| • Harrogate (including Pannal)               | 48%   |
| • Knaresborough (including Scriven)          | 14%   |
| • Ripon                                      | 8%    |
| • Boroughbridge (including Langthorpe)       | 3.5%  |
| • Masham                                     | 2%    |
| • Pateley Bridge (including Bridgehousegate) | 3%    |
| • Villages and countryside                   | 21.5% |



## 4. CONSULTATION WITH INFRASTRUCTURE & SERVICE PROVIDERS

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4.1 The IDP builds on information gathered to support the Core Strategy and during the preparation of the Sites & Policies DPD. Through this work, contacts with a wide range of infrastructure and service providers have been established in order to determine the needs of settlements and potential allocation sites. During the preparation of the IDP the Council has contacted those organisations with responsibility for the following infrastructure and services:

- Gas transmission and distribution;
- Electricity transmission and distribution;
- Water supply, sewerage and waste water treatment;
- Health facilities;
- Education (primary and secondary schools);
- Local highways;
- Public transport;
- Strategic Highway Network;
- Flood protection;
- Telecommunications;
- Emergency services;
- Waste and recycling facilities;
- Libraries;
- Public open space;
- Sport and leisure facilities;
- Cemeteries;
- Public conveniences; and
- Community & village halls.

4.2 Two consultation exercises with infrastructure and service providers took place in advance of the Sites & Policies DPD Rural Areas Consultation in October 2010 and Urban Areas Consultation in September 2011 to determine the infrastructure requirements for emerging options for site allocations. Stakeholders were provided with information on the Council's emerging preferred site options for housing and employment land and asked to respond to the following questions:

**Question 1:** Can this site be fully developed (all dwellings built and occupied) without the need for any improvements to existing infrastructure and/or community facilities within your operational responsibilities? *If the answer was no respondents were asked to answer question 2.*

**Question 2:** What improvements to existing infrastructure and/or community facilities do you consider need to be provided in relation to this site? For each required improvement infrastructure providers were asked to provide as much information as possible under the following headings:

- Description of improvement;
- Location of improvement;
- Reasons why improvement is necessary;
- Is the improvement required before construction starts on the site or before the site is completed and occupied;

- Number of dwellings/area of employment land that could be built and occupied before improvement is required;
- Estimated cost of improvement;
- Responsible organisation(s) for delivering improvement;
- Procedure currently required for approval of funding of improvement (including broad timescales);
- Likely lead in time before work on improvement can commence;
- Earliest possible completion date of improvement; and
- Any other comments (including whether the development of other sites in this package of sites has a cumulative impact on required

- 4.3 Reports summarising the responses from infrastructure and service providers were subsequently published alongside the rural areas and urban areas consultations to highlight the infrastructure requirements necessary to support the preferred site options identified in each settlement at that time.<sup>5</sup>
- 4.4 An invitation to arrange one-to-one meetings with the Council was extended to infrastructure and service providers on 10 November 2011 following which discussions were held with Yorkshire Water, North Yorkshire County Council (NYCC) Highways & Transportation Service, NYCC Children & Young Peoples Service, North Yorkshire Fire & Rescue Services, Yorkshire Ambulance Service, Harrogate & York NHS Foundation Trust and the York and North Yorkshire PCT during the period November 2011 to January 2012. There has also been a succession of letter, e-mail and telephone correspondence and one-to-one meetings with infrastructure and service providers over the course of preparing of the Sites & Policies DPD.
- 4.5 In September 2012 and February 2013 infrastructure and service providers were asked to comment on a working draft infrastructure schedule (similar to that provided at Appendix 1 of this report). In particular, providers were asked to indicate, where missing, the estimated costs and potential sources of funding for the infrastructure identified in the schedule. Comments received informed the draft infrastructure schedule contained in the Draft IDP published in May 2013 alongside the Publication Draft Sites and Policies DPD. Following the consultation the IDP has been updated and amended in line with the representations made and new information provided by infrastructure and service providers. The infrastructure requirements identified in the schedule have been categorised by type and an indication of whether they are critical, required or desirable to support growth in the District has been recommended by officers based on the information supplied by infrastructure providers.
- 4.6 Because the Council's position on the preferred package of allocation sites has changed over the course of preparing the Sites & Policies DPD, as new sites are suggested to the Council that perform better against the selection methodology than existing preferred options, or as development constraints are identified through consultation with

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<sup>5</sup> The reports referred to in paragraph 4.3 on infrastructure requirements in the Districts urban and rural areas can be found on the Council's website at:  
<http://www.harrogate.gov.uk/plan/Pages/Sites-and-Policies-DPD.aspx>

statutory consultees and the public that either precludes development on a site altogether or reduce the developable area of a site, the process of determining infrastructure requirements of planned growth in the District has been an on-going task requiring continual contact with providers.

- 4.7 This IDP seeks to identify the infrastructure required to support the level of growth set out in the Core Strategy and Sites & Policies. It is however a snap shot in time. The infrastructure requirements, and estimated costs associated with their delivery, can and will change over time. The information contained in the Infrastructure Schedule provided at Appendix 1 of this plan is based on consultations with infrastructure and service providers undertaken during 2012-2013. Therefore, the IDP will be a living document that will need to be reviewed on a regular basis, as development takes place and in response to changes in local and national policy, standards of provision and funding regimes, to provide the most up-to-date picture of infrastructure requirements across the District. The Council will continue to work closely with infrastructure and service providers to develop a comprehensive picture of the infrastructure and service requirements of the District over the plan period that can be used to influence the investment plans of providers, as evidence when seeking to secure other sources of funding for infrastructure provision and when determining planning applications.
- 4.8 As planning applications for development come forward the infrastructure necessary to support each development will need to be considered in consultation with relevant stakeholders and infrastructure providers in the context of the services and facilities available at the time in line with Core Strategy Policy C1 and emerging Sites & Policies DPD Policy IN1.

## **5. INFRASTRUCTURE PROFILE**

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The next part of IDP gives a brief introduction to each category of infrastructure covered by the document, the existing range and condition of infrastructure in the District, management, delivery and funding arrangements and responsibilities and future investment plans where applicable.

### **5.1 UTILITIES**

#### **Water Supply, Treatment and Sewerage**

- 5.1.1 Water supply and treatment is undertaken by a series of water companies and sewerage undertakers. These are not always the same company, with different territories for water supply and sewerage treatment, and with some companies exclusively supplying water. Water companies have a duty to provide water supply and sewerage treatment to development identified in adopted development plans. The content of adopted development plans is therefore vitally important to investment planning by water companies.
- 5.1.2 Yorkshire Water is appointed as the water and sewerage undertaker for Harrogate District through the Water Industry Act 1991 (WIA). The principal duties of a water and sewerage undertaker are set out in that legislation. Section 37 of that Act places a duty upon a water undertaker to develop and maintain an efficient and economical system of water supply within its area. Similarly Section 94 places a duty upon a sewerage undertaker to provide, improve and extend a system of public sewers to ensure that its area is effectually drained.
- 5.1.3 The Water Services Regulation Authority (Ofwat) is the economic regulator of water and sewerage companies in England and Wales. For every five year asset management planning (AMP) cycle, companies submit a business plan to Ofwat. The plans set out each company's view of what it needs to do to maintain its assets, improve services to customers and deal with its impact on the environment. The funding is linked to the setting of customer bills (the so-called "price review" or PR). Any infrastructure requirements which arise after agreement of the five year AMP will normally be considered for the following AMP period. AMP5 will cover the period 2010 to 2015.
- 5.1.4 Under Section 106 of the Water Industry Act developers have a right to connect to the existing sewerage system. The developer is required to fund the connection to the sewer and the cost of any on-site sewerage. Should the developer need to cross third-party land in order to connect to the existing sewerage system then they can requisition the sewerage undertaker to provide a new sewer under Section 98 of the WIA. Requisitions are funded by the developer but the cost is discounted to take account of income received from new sewerage charges over a 12-year period.

- 5.1.5 Under the Water Industry Act 1991 water companies have a duty to provide public water supplies for domestic purposes, and to provide public sewer systems. However, they also have an obligation to manage customer bills by delivering a service that is cost-effective and good value for money. Ofwat is the economic regulator for the water and sewerage industry in England and Wales and the water companies are subject to asset planning controls. Water companies are willing to invest in infrastructure improvements once it is certain that investment is required. The timing of that investment is subject to the Asset Management Planning (AMP) cycles: AMP5 2010-2015; AMP6 2015-2020; and, AMP7 2020-2025.
- 5.1.6 When a developer wishes to proceed with a particular site, they can requisition the appropriate water company (or companies if separate for water and wastewater) to provide local network infrastructure in accordance with the relevant provisions of the Act (Section 98 for sewerage and Section 41 for water). The cost of this is shared between the developer and undertaker in accordance with provisions of legislation. Yorkshire Water offer a pre-planning sewerage enquiry service which landowners, developers and applicants can access to ascertain the waste and clean water status of a site. This service can be utilised at any stage prior to the submission of a planning application.
- 5.1.7 Yorkshire Water has recently undertaken a scheme at Harrogate North Waste Water Treatment Works that has created additional capacity for new development in this part of Harrogate.

## **Gas**

- 5.1.8 Gas is distributed nationally via the high pressure National Transmission system to a series of Local Distribution Zones (LDZs). There are eight gas distribution networks (GDNs) currently owned by four companies, which each cover a separate geographical region in Britain. In addition there are a number of smaller networks owned and operated by Independent Gas Transporters (IGTs) – most but not all of these networks have been built to serve new housing.
- 5.1.9 The LDZs are operated by Gas Distribution Operators (DOs). The gas supply companies pay National Grid Transmission and the DOs a tariff for the use of the gas networks for access to their end-customers. The tariffs are set over 5-year control periods based on approved investment plans agreed with Ofgem, the industry regulator.
- 5.1.10 The industry has become increasingly fragmented since privatisation. The key groups of organisations as it stands now are:
- Producers – Provide gas at Terminals around the country
  - Gas Transporters – Own, operate and maintain the physical assets (pipes, plant and equipment) used to transport gas from the terminal to the consumer
  - Shippers – purchase gas from producers, pay Transporters to move it to consumers, and sell gas to consumers

- Metering Organisations – own the meters

**Gas Transmission**

- 5.1.11 National Grid owns and operates the high pressure gas transmission system in England, Scotland and Wales that consists of approximately 4,300 miles of pipelines and 26 compressor stations connecting to 8 distribution networks. National Grid has a duty to develop and maintain an efficient co-ordinated and economical transmission system for the conveyance of gas and respond to requests for new gas supplies in certain circumstances.
- 5.1.12 New gas transmission infrastructure developments (pipelines and associated installations) are periodically required to meet increases in demand and changes in patterns of supply. Developments to our network are as a result of specific connection requests e.g. power stations, and requests for additional capacity on our network from gas shippers. Generally network developments to provide supplies to the local gas distribution network are as a result of overall demand growth in a region rather than site specific developments.
- 5.1.13 National Grid has the following gas transmission assets located within the administrative area of Harrogate Borough Council:

Table 1: Gas Transmission Assets in Harrogate District.

Reference	Pipeline
FM07	Sutton Howgrave to Pannal
FM07	Pannal to Carwood
FM13	Yarforth to Towton
FM29	Pannal to Nether Kellett
FM29	Asselby to Pannal

- 5.1.14 National Grid has provided information in relation to gas transmission assets via the following internet link:  
<http://www.nationalgrid.com/uk/LandandDevelopment/DDC/GasElectricNW>

**Gas Distribution**

- 5.1.15 National Grid also owns and operates approximately 82,000 miles of lower-pressure distribution gas mains in the north west of England, the west Midlands, east of England and north London - almost half of Britain's gas distribution network, delivering gas to around 11 million homes, offices and factories. National Grid does not supply gas, but provides the networks through which it flows. Reinforcements and developments of our local distribution network generally are as a result of overall demand growth in a region rather than site specific developments. A competitive market operates for the connection of new developments.

- 5.1.16 Northern Gas Networks (NGN) is the gas transporter that owns and operates the local gas distribution network in Harrogate Borough Council administrative area (although there are also a number of Independent Gas Transporters that operate within the District). NGN infrastructure in the Harrogate area is extensive, covering all of the major conurbations and many of the smaller villages. NGN owns and manages a gas distribution system of 37,000km supplying gas to 2.6m users. An estimated average of 20km of mains reinforcements, 40km of new mains and 14,000 new connections are installed by NGN per year. The gas distribution network that covers the Harrogate Borough is primarily rural but has several significant urban areas — Leeds, Bradford, Hull, Newcastle and Middlesbrough. Some rural areas often have no networked gas provision at all.
- 5.1.17 NGN publishes a Long Term Development Statement (LTDS) annually. This document provides a ten-year forecast of transportation system usage and likely system developments that can be used by companies contemplating connecting to the gas network, entering into transport arrangements, or wishing to identify and evaluate opportunities.
- 5.1.18 Operating under the Gas Act 1986, the Distribution Operators have an obligation to develop and maintain an efficient and economical pipeline system and, subject to that, to comply with any reasonable request to connect premises, provided that it is economic to do so. The Distribution Operators use an Economic Test to calculate the maximum economic investment for Specific Reinforcement, which the Distribution Operators can make for any specific load. A load is deemed to be economic where the incremental transportation income from the additional load exceeds the incremental costs of the load. The test shall be applied over the anticipated life of the load.
- 5.1.19 All costs associated with the connection to the existing gas network and works downstream of this are generally fully funded by the customer (either the consumer, developer, consortium, etc.). If it is necessary to reinforce the network upstream of the connection point, an Economic Test is applied to these costs (based principally on the size of the load and the nature of the upstream network), the result of which being that none, part, or all of the upstream reinforcement will be funded by NGN. However, “Connections” is a competitive arena and other parties are also able to provide the downstream infrastructure. These can be either Utility Infrastructure Providers (UIPs) who will install the pipes to the appropriate standards and then pass ownership to NGN, or Independent Gas Transporters who will install and subsequently own the infrastructure.
- 5.1.20 NGN have indicated that the major gas supply into the Harrogate network from NGN’s Local Transmission System currently has sufficient capacity to meet the forecast load growth. This is based on a forecast of the total increase in domestic properties, plus an allowance for some non-domestic load and assumes that none of the non-domestic load will be unusually energy-intensive. Currently there is sufficient capacity in the Medium Pressure supply to Knaresborough, Ripon, Boroughbridge and Pateley Bridge to

accommodate the Council's 12-year growth forecast; however, more localised system extension or reinforcement within the network may be required depending on the specific connected loads. In Masham there is sufficient capacity in the Medium Pressure supply to accommodate the Council's 5-year growth forecast, however to accommodate the 12-year growth forecast it will be necessary to reinforce the Medium Pressure supply to the area.

### **Electricity Supply**

- 5.1.21 Electricity is generated by major generators, in a competitive marketplace. These generators sell the electricity generated to the supply companies that sell electricity to consumers and businesses. In general, the major power stations are connected to electricity distribution networks by the transmission network, which is operated by National Grid Electricity Transmission. There are 7 licensed electricity Distribution Network Operators (DNOs) each responsible for one or more of the fourteen distribution services area. The supply companies pay National Grid Electricity Transmission and the electricity DNOs for the use of their networks to carry electricity to their customers.
- 5.1.22 National Grid, as the holder of a licence to transmit electricity under the Electricity Act 1989, has a statutory duty to develop and maintain an efficient, co-ordinated and economical transmission system of electricity and to facilitate competition in the supply and generation of electricity.
- 5.1.23 National Grid operates the national electricity transmission network across Great Britain and owns and maintains the network in England and Wales, providing electricity supplies from generating stations to local distribution companies. They do not distribute electricity to individual premises, but their role in the wholesale market is key to ensuring a reliable and quality supply to all. National Grid's high voltage electricity system, which operates at 400,000 and 275,000 volts, is made up of approximately 22,000 pylons with an overhead line route length of 4,500 miles, 420 miles of underground cable and 337 substations. Separate regional companies own and operate the electricity distribution networks that comprise overhead lines and cables at 132,000 volts and below. It is the role of these local distribution companies to distribute electricity to homes and businesses.
- 5.1.24 To facilitate competition in the supply and generation of electricity, National Grid must offer a connection to any proposed generator, major industry or distribution network operator who wishes to generate electricity or requires a high voltage electricity supply. Often proposals for new electricity projects involve transmission reinforcements remote from the generating site, such as new overhead lines or new development at substations. If there are significant demand increases across a local distribution electricity network area then the local network distribution operator may seek reinforcements at an existing substation or a new grid supply point. In addition, National Grid may undertake development works at its existing substations to meet changing patterns of generation and supply.



- 5.1.25 National Grid's high voltage electricity overhead transmission lines / underground cables within Harrogate Borough Council's administrative area that form an essential part of the electricity transmission network in England and Wales include the following:
- PHG line – 132kV route from Thorpe Arch in Leeds to Knaresborough substation in Harrogate
  - XC / XCP line – 275kV route from Monk Fryston substation in Selby to Poppleton substation in York
- 5.1.26 The following substations are also located within the administrative area of Harrogate Borough Council:
- Knaresborough substation – 275kV
- 5.1.27 Information in relation to electricity transmission assets is available via the following internet link:
- <http://www.nationalgrid.com/uk/LandandDevelopment/DDC/GasElectricNW>
- 5.1.28 At the time of the Core Strategy examination National Grid indicated that there were plans for the Knaresborough substation to become the main point of connection to the national transmission system for Harrogate Borough. Infrastructure development was required at the Knaresborough site to connect it to the 275kV Monk Fryston-Poppleton route via a 2km length of new electricity transmission line in the Tadcaster area. This would change the source of power for a large part of the District to the Monk Fryston substation, as opposed to the Ferrybridge substation. As a result, a section of the Ferrybridge ring between Branham and Knaresborough would need to be uprated to operate at the higher voltage of 275kV. An application for consent for the associated overhead line works in Selby District was before the Secretary of State for Business, Enterprise and Regulatory Reform at the time of the Core Strategy examination. The Council will check with National Grid as to the latest position with these required works. Section 37 consent and deemed planning permission were granted by the Secretary of State for Energy and Climate Change in April 2010. Works to construct the new electricity transmission line commenced in February 2013 with works programmed to take place throughout 2014/15.
- 5.1.29 National Grid has indicated that the specific development proposals within the Harrogate Borough Council area are unlikely to have a significant effect upon National Grid's electricity and gas transmission infrastructure. It is unlikely that any extra growth will create capacity issues for National Grid given the scale of these electricity and gas transmission networks. The existing networks should be able to cope with additional demands.
- 5.1.30 The electricity distribution company in the area is Northern Powergrid (Formerly Northern Electric Distribution Limited). The company had for some time been searching for a site to develop a new primary substation serving Harrogate town to enable the distribution of the capacity to be spread equally over the system. This requirement was

highlighted by the Council in the evidence base supporting the Core Strategy<sup>6</sup>. In March 2011 planning permission was granted for a new primary substation within the grounds of Harrogate Spa Water off Harlow Moor Road in Harrogate.

- 5.1.31 The Long Term Development Statement (LTDS) has to be compiled by distribution network operators and is revised and published annually. The purpose of the statement is to assist existing and future users of Northern Powergrids network in assessing opportunities available to them for making new or additional use of the network.
- 5.1.32 An increasing number of smaller-scale power generation schemes are being developed, including wind turbines, combined heat and power schemes, waste to energy projects and other renewal energy projects. Only the largest wind farms (usually those offshore) generate enough electricity to justify connection to the National Grid electric transmission system. As a result the schemes are connected directly to the distribution networks, and are generally known as distributed generation.

### **Telecommunications**

- 5.1.33 The telecommunications industry has undergone significant change since privatisation in the early 1980s. The industry is regulated by Ofcom. There are three main fixed-line networks that provide telecommunications access to homes and businesses that operate in the region; Openreach (the main access network owned by BT, and the most significant), Virgin Media (the cable television networks) and Kingston Communications (in the Hull area). In addition, large commercial users may bypass these access networks to get direct access to other national networks.
- 5.1.34 Telecommunications traffic (data and voice) travels on several major national networks and between access networks. Major providers include BT, Cable & Wireless, Virgin Media and Thus. These providers connect to the access networks at exchanges, or in the case of large commercial customers, directly to end-users. There is an open market for the provision of telecoms access networks to new development, similar to that in other utility sectors. Connection to an access network is rarely an issue that would prevent new development from proceeding.
- 5.1.35 Connecting North Yorkshire (CNY) is a partnership project led by North Yorkshire County Council which aims to deliver high quality broadband to all businesses and citizens in North Yorkshire by 2017. NYNet is a limited company owned by the County Council that has installed a fibre-optic ring around the County which is providing broadband connectivity to nearly all council offices and depots, libraries, schools, fire stations and doctors' surgeries.

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<sup>6</sup> The Harrogate & Knaresborough Urban Extension Study: Part 2 was published June 2008 and is available on the Council's website at:  
<http://www.harrogate.gov.uk/plan/Pages/Core-Strategy-Archive.aspx>

- 5.1.36 Central government has earmarked funding to deliver high quality broadband throughout North Yorkshire through the Broadband Delivery UK (BDUK) initiative (£17.8m), which will be matched with money from the European Regional Development Fund (£25-30m), and the private sector (a contract has been signed with BT that will take the total amount invested in North Yorkshire fibre broadband to around £70 million). This money is to be used to upgrade the telephone exchanges in North Yorkshire market towns to enable them to provide high-speed broadband. The aim is that 90 per cent of North Yorkshire homes and businesses - some 365,000 premises - will have access to broadband speeds of up to 80Mbps by the end of 2014. The BDUK programme should be completed in 2015.
- 5.1.37 In addition to this funding CNY have access to Performance Reward Grant (PRG) funding (initially £750k) and some additional locally sourced finance to deliver community broadband schemes. To date two pilot schemes in the Harrogate District (Darley and Great Ouseburn) have received PRG funding and community broadband improvements are underway.

## **5.2 TRAVEL AND TRANSPORT**

- 5.2.1 The third Local Transport Plan (LTP3) was published by North Yorkshire County Council, as the Local Highways Authority (LHA) for the area, in 2011 and covers the period 2011-2016. The LTP3 is made up of two parts. The first is a longer term local transport strategy, setting out the key transport related issues in the County, the objectives for LTP3 and the approach to achieving them. The second part is a delivery plan which sets out details of the actions that North Yorkshire County Council will take to achieve the objectives.
- 5.2.2 The objectives of LTP3 include:
- supporting flourishing local economies by delivering reliable and efficient transport networks and services;
  - reducing the impact of transport in the natural environment and tackle climate change;
  - improving transport safety and security and promoting healthier travel;
  - promoting greater equality for all by improving people's access to all necessary services; and
  - ensuring transport helps improve quality of life for all.
- 5.2.3 The LTP3 recognises that with cuts in public spending in recent years less money is available to deliver the plan and will inevitably lead to significant cuts in what North Yorkshire County Council can achieve. The County Council has a statutory duty to manage and maintain the network and to address road safety issues. LTP3 makes it clear that the County Council will fulfil these duties before consideration is given to funding other improvements to the network and services.

### **Local Highway Network**

- 5.2.4 North Yorkshire County Council, as the Local Highways Authority (LHA) has responsibility for the management, maintenance and improvement of most of the highway network of North Yorkshire. The local highway network in Harrogate District is made up of the wide variety of County A roads, B roads and local roads that serve the District. LTP3 identified the town centres of Harrogate and Knaresborough as one of nine locations across the County as experiencing regular significant congestion issues. In a rural District with low population densities and sparse settlement patterns people living in remoter rural areas often have to make long journeys to access essential services.
- 5.2.5 Harrogate Borough Council commissioned traffic modelling work to look at the strategic traffic impacts of the Council's 'preferred site options' for housing and employment in Harrogate and Knaresborough. The work utilises the Harrogate and Knaresborough Traffic Model commissioned in 2009 by the LHA and built by Jacobs in 2009/2010. A report entitled Strategic Traffic Assessment of Development Growth in Harrogate and Knaresborough: 2009 to 2024 was published as part of the evidence base in support of the Publication Draft Sites and Policies DPD and is available on the Council's website.<sup>7</sup> The local highways projects identified in the Draft IDP were based on the results of this traffic modelling work.
- 5.2.6 Following the publication of the Traffic Model report referred to above, an updated traffic modelling report which details the outcomes from a re-run of the model for the final package of allocation sites agreed by HBC in October 2012 and March 2013 and subsequently taken forward in the Submission Draft Sites and Policies DPD. The scope of this work was agreed with the LHA. The impact of the 2024 forecast traffic upon 28 strategic junctions on the Harrogate and Knaresborough network has been assessed, along with the effects of rat running, and changes in cross boundary traffic. ,
- 5.2.7 The final Strategic Traffic Assessment of Development Growth in Harrogate and Knaresborough: 2009 to 2024 forecasts that, without improvement, 11 of the 28 strategic junctions assessed would operate over capacity as a result of the estimated traffic flows in 2024. Indicative junction mitigation options have been identified in the report. Where necessary, these mitigation measures will be supplemented by site specific mitigation determined through a Transport Assessment/Travel Plan in support of planning applications.
- 5.2.8 The modelling work undertaken demonstrates that the level and location of development proposed by the Sites and Policies DPD can be accommodated within Harrogate and Knaresborough if junction improvement measures are implemented. Work to date on the necessary changes at key junctions on the network indicates that improvements to the traffic flows at these junctions can be achieved.

### **Strategic Road Network**

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<sup>7</sup> This document is available on the Council's website at: [www.harrogate.gov.uk/plan/Pages/LP-EvidenceBase.aspx](http://www.harrogate.gov.uk/plan/Pages/LP-EvidenceBase.aspx)

- 5.2.9 The trunk roads that make up the Strategic Road Network (SRN) in North Yorkshire include the M62, A1, A19/A168 and A64 are managed and maintained by the Highways Agency, which is an executive agency of the Department for Transport. The SRN in Harrogate Borough includes the A1 and the A1(M) motorway. The Highways Agency has improved, and is currently upgrading, the A1 throughout the region to motorway standard in order to accommodate normal traffic growth and to reduce recurrent delay and improve journey times. Work to upgrade the A1 between Dishforth and Leeming to motorway standard has recently been completed.
- 5.2.10 The A1 and A1(M) are located approximately 10 kilometres to the east of Harrogate Town Centre and they form part of the main routes linking the south of England to the North East; and to Southern Scotland. The routes are of international importance and they form part of the Trans-European Road Network.
- 5.2.11 The Highways agency requires that the traffic impacts of new developments should be safely and efficiently accommodated on the SRN and that measures necessary to support planned development should be brought forward in parallel with the development themselves. The Highways Agency have undertaken modelling work to identify traffic impacts at junction 47 of the A1(M) resulting from the level of planned growth in the District. This work concludes that mitigation at this junction is not required.

## **Rail**

- 5.2.12 The majority of the rail network is managed by Network Rail on behalf of the Government with rail services being provided by private train operating companies (TOC's) under a franchise system. The York – Harrogate – Leeds railway line is the only route serving the District. There are 8 stations along the route within the Harrogate District at Hammerton, Cattal, Knaresborough, Starbeck, Harrogate, Hornbeam Park, Pannal and Weeton. The line is operated by Northern Rail (with the franchise ending in February 2016) and carries a mix of commuter, social and leisure passengers providing an important link between Harrogate and the wider Leeds City Region and York.
- 5.2.13 The line and its future plans play an important role in supporting the priorities of the North Yorkshire Local Transport Plan (LTP3), particularly the objective of 'supporting flourishing local economies by delivering reliable and efficient transport networks and services' and in Harrogate where, "the conference and exhibition market is a significant part of the visitor economy and good direct rail services to London and improvements to the York-Harrogate-Leeds rail line are seen as critical to future growth".<sup>8</sup>
- 5.2.14 Past investment has provided longer platforms and longer more modern trains, improved signalling between Leeds and Harrogate, and increases to the number of

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<sup>8</sup> North Yorkshire County Council: Local Transport Plan 3 (2011-2016).

services. This has contributed to continued growth, with patronage on the line increasing by 20% in the last 5 years and 7% in 2010/11. This now accounts for a third of all rail passenger journeys starting or ending in the county<sup>9</sup>. However, there remain a number of recognised problems with the line that need addressing:

- The rail line has experienced a growth in demand which has led to overcrowding.
- Capacity of the rail line is restricted due to issues at Leeds and York stations and single track sections of the line between Knaresborough and York.
- There are predicted increases in housing numbers of approximately 70,000 and potential jobs of 111,000 by 2026 between Leeds and York, resulting in a projected increase in demand of 30%.

5.2.15 Northern Rail are making changes to the timetable for this service, recent changes include the provision of a new Saturday night service from York-Harrogate and two new Sunday trains to improve frequency and increase capacity between Harrogate and Leeds and Harrogate and York.

5.2.16 Network Rail completed modernisation of the signalling between Leeds and Harrogate in November 2012, this will improve punctuality and reliability along the line. As part of this there is a new “turnback facility” at Horsforth that will enable a Leeds-Horsforth shuttle service in the peak time to operate and alleviate some of the overcrowding issues and possibly speed up some Harrogate services. In Network Rail Control Period 6 (2019-2024) further improvements are proposed for signal renewals on the Harrogate to York section. At this time it may also be possible to include partial doubling of key single track sections east of Knaresborough.

5.2.17 £9.6 million of funding has been prioritised from the North Yorkshire Local Transport Board towards the estimated £12.5 million cost to upgrade a 2-2.5 mile section of rail line between Knaresborough and Cattal from one track to two to allow trains to pass along this section of line. This would create a continuous double track line between Cattal and Leeds enabling an increase in service frequency, improvement to journey times and improvement in reliability/service performance. The scheme is proposed to be implemented in conjunction with the planned signalling improvements which Network Rail is undertaking during 2018/19. This scheme is seen as part of a wider package of measures to upgrade the line.

5.2.18 An Outline Transport Business Case<sup>10</sup> has been prepared for the electrification of the Leeds – Harrogate – York rail line to form the basis of a joint submission to the Department of Transport for capital funding from NYCC, City of York, Harrogate Borough Council and Metro. The business case argues that investment and modernisation of this important regional transport link will enable a doubling of the train frequency, journey

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<sup>9</sup> North Yorkshire County Council: County Area Committee for the Harrogate District meeting report on 13 September 2012 – Update on Progress in Relation to the York-Harrogate-Leeds Railway Line.

<sup>10</sup> This document is available on the Council's website at: [www.harrogate.gov.uk/plan/Pages/LP-EvidenceBase.aspx](http://www.harrogate.gov.uk/plan/Pages/LP-EvidenceBase.aspx)

time reductions of up to 20%, improved reliability and improved connections to both the East Coast Main Line and Trans Pennine Express. Overall it is estimated that the improvements would deliver over £400 million of economic benefits and significantly reduce operating costs.

- 5.2.19 Policy IN3: Protection of Sites and Routes for Transport Infrastructure of the Publication Draft Sites & Policies DPD seeks to protect a site for a rail station and car park at Manse Farm east of Knaresborough. The potential to provide a new station to the east of Knaresborough was allocated in the Harrogate District Local Plan in 2001. The Council, together with North Yorkshire Council County, jointly commissioned consultants Arup to undertake work to consider the viability/business case for a proposed new station to serve a mixed use urban extension at Manse Farm.<sup>11</sup> This work indicates that whilst there are still issues to address, the business case for the station as part of a mixed use urban extension is considered to be good. An important part of the business case is the provision of parking facilities at the new rail station. Further work is being undertaken through a holistic approach to the lines requirements, where new stations, facilities and car parking are being considered alongside the service frequency and performance.
- 5.2.20 Policy IN3 also highlights the Council's continued aspiration to see a transport interchange developed at Station Parade, Harrogate. This is a key site in Harrogate town centre and an important gateway site to the town. In 2005 the Council adopted a Development Brief for the site seeking to achieve a mixed use development that would improve the integration of bus, rail, taxi, cyclist and pedestrian facilities, provide travel information, signage and other services and facilities for travellers.

### **Bus**

- 5.2.21 Bus services are generally provided on a commercial basis by private bus operators. The routes and timetables for these commercial services are determined by the operator. North Yorkshire County Council has powers and some funding available to support bus and community transport services, where an adequate level of service is not provided by private transport operators.
- 5.2.22 Several different bus operators operate within the Harrogate District offering a range of services to settlements across the District. Transdev Harrogate & District operate the Route 36 service which provides a regular service between Ripon-Harrogate-Leeds. There are three main bus stations in the District located in the centres of Harrogate, Knaresborough and Ripon. Bus Stations
- 5.2.23 Little Red Bus is a charitable operation that operates in North Yorkshire providing a bus service to anyone who cannot use, or has difficulty using, conventional bus services. The service is booked in advance and collects passengers from their homes and takes them directly to their destination.

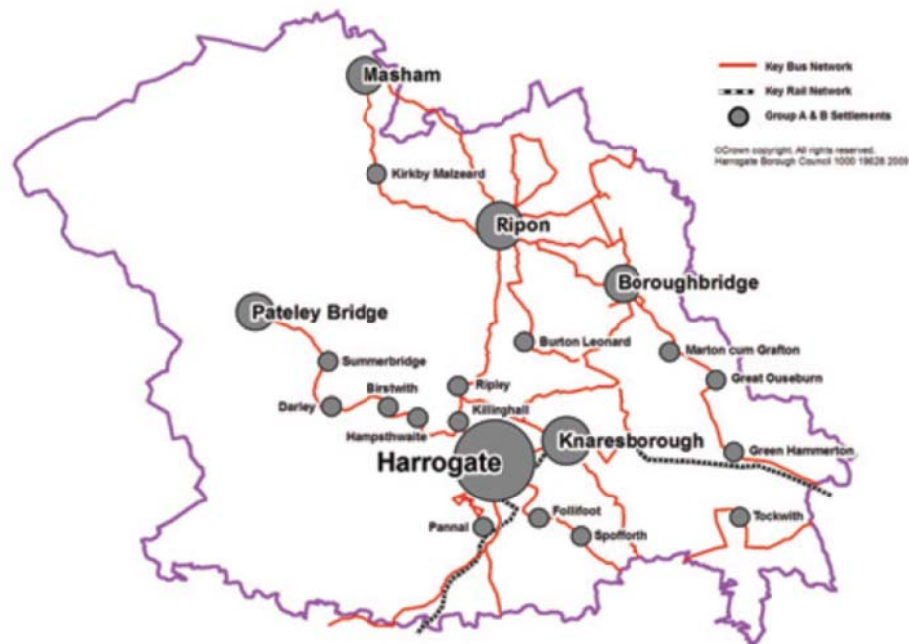
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<sup>11</sup> This document is available on the Council's website at: [www.harrogate.gov.uk/plan/Pages/LP-EvidenceBase.aspx](http://www.harrogate.gov.uk/plan/Pages/LP-EvidenceBase.aspx)

5.2.24 The Council's Core Strategy identifies a key bus and rail network for the District. The key bus network is defined taking into account settlement size and location as follows:

- Harrogate, Knaresborough and Ripon – better than half hour service;
- Boroughbridge – and hourly service;
- Masham and Pateley Bridge – a service that runs on 6 days a week or more enabling commuting to work; and
- Other group B settlements and Group C villages (as identified in Core Strategy Policy SG2) – a service that operates on 6 or more days a week and where the bus service Monday - Friday operates at times to enable travel to and from the village to a main settlement offering employment opportunities (between 0800-0930 and 1645-1830).

Figure 1: The Key Bus and Rail Network.



### Park & Ride

5.2.25 A number of recent studies into the feasibility of Park & Ride (P&R) for Harrogate suggest that whilst there are likely to be some benefits in terms of relief to traffic congestion these are fairly limited. Additionally, to be able to realise even these limited benefits, very significant changes to the cost and availability of town centre parking would need to be made (increased costs and reduced availability). Whilst there may be some benefits from the provision of P&R in Harrogate the development and operation of the P&R site and services would require significant capital costs and revenue support. In the current economic climate NYCC have stated that it is unlikely they will be in a financial position to deliver P&R in Harrogate during the plan period. However, there may be opportunities for P&R for rail passengers coming forward as part of the business case for the Leeds – Harrogate – York rail line.



## Coach Parking

- 5.2.26 Coach parking in Harrogate, Knaresborough, Ripon and Pateley Bridge is free of charge within designated bays. Coach Parking is available at the following locations:

Table 2: Coach Parking Facilities in Harrogate District.

Location	No. Bays	Operating Hours
<b>Harrogate</b>		
Dragon Road	9*	6am-10pm
<b>Total:</b>	<b>9*</b>	
<b>Knaresborough</b>		
Chapel Street	**	-
York Place	15	8am-10pm
Conyngham	4	24 Hours
<b>Total:</b>	<b>19</b>	
<b>Ripon</b>		
Victoria Grove	8	9am-10pm
<b>Total:</b>	<b>8</b>	
<b>Pateley Bridge</b>		
Showground	4***	8am-6pm
<b>Total:</b>	<b>4***</b>	

\* The car park is closed to cars on certain dates to allow additional coach parking for Harrogate International Centre.

\*\* The Car Park can only be used for the purposes of embarking and disembarking passengers.

\*\*\* Except when the parking place is being used in connection with the Nidderdale Agricultural Show

## Car Parks

- 5.2.27 Harrogate Borough Council carries out parking enforcement as an agent of North Yorkshire County Council for all on street parking areas covered by Traffic Regulation Orders (TROs) within the District. The Agreement operates on the basis that the Council recovers its costs for administering the Civil Parking Enforcement (CPE) and any surpluses are transferred to the County Council and are ring-fenced for expenditure on parking /transport related projects within the Borough. The Borough Council also operates CPE in its own off-street car parks.
- 5.2.28 Harrogate Borough Council operates 33 car parks across the District, details of which can be found in Table 3 on the following page.

Table 3: Public Car Parks in Harrogate District.

Location	Type	Duration	Tariff <sup>12</sup>	Total Spaces	Disabled Spaces	Family Spaces
<b>Harrogate</b>						
Jubilee	Multi-storey	Long Stay	Pay on Foot	440	18	12
Victoria	Multi-storey	Long Stay	Pay on Foot	786	27	0
West Park	Multi-storey	Long Stay	Pay and Display	331	4	0
Odeon	Surface	Long Stay	Pay & Display	88	0	0
Park View	Surface	Long Stay	Pay & Display	78	0	0
Montpellier Shoppers	Surface	Long Stay	Pay & Display	65	0	0
West Park	Surface	Short Stay	Pay & Display	50	0	0
Dragon Road	Surface	Long Stay	Pay & Display	187	0	0
Station Parade	Surface	Short Stay	Pay & Display	25	0	0
Crescent Gardens	Surface	Short Stay	Pay & Display	?	0	0
Hornbeam Park Rail Halt	Surface	Long Stay	Free	98	0	0
Station Road, Pannal	Surface	Long Stay	Free	54	0	0
			<b>Total:</b>	<b>2202</b>	<b>49</b>	<b>12</b>
<b>Knaresborough</b>						
Chapel Street	Surface	Short Stay	Pay & Display	60	0	0
Fisher Street	Surface	Short Stay	Pay & Display	51	0	0
Castle Yard	Surface	Short Stay	Pay & Display	80	0	0
York Place	Surface	Long Stay	Pay & Display	370	0	0
Conyngham Hall	Surface	Long Stay	Pay & Display	483	0	0
Watershield	Surface	Long Stay	Pay & Display	96	0	0
Park Row	Surface	Long Stay	Free	28	0	0
Abbey Road	Surface	Long Stay	Free	15	0	0
			<b>Total:</b>	<b>1183</b>	<b>0</b>	<b>0</b>
<b>Ripon</b>						
Victoria Grove	Surface	Long Stay	Pay & Display	187	7	0
Victoria Grove Coach Park	Surface	Long Stay	Pay & Display	32	0	0
The Arcade	Surface	Short Stay	Pay &	42	3	0

<sup>12</sup> Facilities are either Pay and Display where customers purchase a ticket and display it in their car or Pay on Foot where customers pay for their parking when they leave.

			Display			
St Marygate	Surface	Long Stay	Pay & Display	136	0	0
Market Place	Surface	Short Stay	Pay & Display	52	5	0
Marshall Way	Surface	Short Stay	Pay & Display	177	10	0
Blossomgate	Surface	Long Stay	Free	20	0	0
			<b>Total:</b>	<b>646</b>	<b>25</b>	<b>0</b>
<b>Pateley Bridge</b>						
Southlands	Surface	Long Stay	Pay & Display	85	0	0
Nidd Walk	Surface	Long Stay	Pay & Display	70	0	0
Park Road	Surface	Long Stay	Free	23	0	0
Showground	Surface	Long Stay	Pay & Display	100	0	0
			<b>Total:</b>	<b>248</b>	<b>0</b>	<b>0</b>
<b>Rest of the District</b>						
Back Lane Boroughbridge	Surface	Long Stay	Free	78	2	0
Birstwith	Surface	Long Stay	Free	12	0	0
Dacre	Surface	Long Stay	Free	15	0	0
Lofthouse	Surface	Long Stay	Free	20	0	0
Middlesmoor	Surface	Long Stay	Free	9	0	0
Spacey Houses	Surface	Long Stay	Free	25	0	0
			<b>Total:</b>	<b>159</b>	<b>2</b>	<b>0</b>

- 5.2.29 In addition to dedicated car parks, Pay & Display parking is also in operation on most town centre streets in Harrogate and in Knaresborough Market Place. The town centre of Harrogate is split into an Inner Pay & Display Zone and an Outer Pay & Display Zone with different tariffs applied to each zone. There are also a number of central streets in Harrogate designated as Short Stay Areas allowing either a 20 minute or 40 minute maximum stay on Pay & Display.
- 5.2.30 A disc parking system is operated in the majority of controlled parking zones throughout Harrogate, Knaresborough, Ripon and Boroughbridge. Motorists may park in a disc zone for a limited period without charge provided that a valid clock disc set to the time of arrival is displayed in the vehicle. Clock discs are available free of charge from a number of places including all Council offices, Tourist Information Centres and from many local businesses. The length of time motorists can park can vary considerably between parking zones.
- 5.2.31 The Council is working towards the payment of parking fees through improved technology to offer cashless payment such as pay by mobile, pay by debit/credit card and to develop the accessibility of services via the web.
- 5.2.32 North Yorkshire County Council is responsible for determining how any on-street surplus funding arising from Civil Parking Enforcement (CPE) is spent. Section 55 (as amended) of the Road Traffic Regulation Act (1984) sets out the permitted uses for CPE surplus

funding. The Act limits local transport authorities to spending surplus revenue, once the costs of the enforcement operation have been met, on parking, transport or environmental improvements within the Civil Enforcement Area.

- 5.2.33 The Deed of Arrangement that governs the Harrogate CPE operation requires the County Council to invite proposals from the Borough Council for expenditure of the on-street surplus. The County Council must prioritise these proposals and communicate the decision on how any surplus income will be applied in writing to the Borough Council. Harrogate Borough Council will continue to work with NYCC to deliver a programme for utilising the Harrogate on-street CPE surplus.

### **Cycling**

- 5.2.34 In 2000 the Council prepared the Harrogate and Knaresborough Cycling Implementation Plan. The plan identifies a network of routes to encourage more people to cycle in recognition of the health benefits of cycling and make cycling a viable alternative to the car for journeys to work, shops and services. In consultation with the Harrogate Cycling Implementation Group the network routes were updated in 2011 and were subject to public consultation as part of the Sites & Policies DPD urban areas consultation. The Council subsequently updated the implementation plan and published it for consultation alongside the Publication Draft Sites and Policies DPD in May 2013. Policy IN3: Protection of Sites and Routes for Transport Infrastructure of the Publication Draft Sites & Policies DPD seeks to protect the routes identified in the Harrogate and Knaresborough Cycling Implementation Plan.
- 5.2.35 There are proposals to complete the National Cycle Network Route 67 between Leeds and Northallerton through Harrogate, Ripon and Masham. Currently only two short sections of this route exist, between Wetherby and Spofforth and the route recently completed between Harrogate and Ripley (the Nidderdale Greenway). A second National Cycle Network routes crosses the District, the Way of the Roses route that extends from Bridlington to Morecambe passes through Boroughbridge, Ripon and Pateley Bridge. The Beryl Burton Way is also available between Harrogate and Knaresborough allowing cyclists to avoid the busy A59 Knaresborough Road.

### **Walking**

- 5.2.36 North Yorkshire County Council is responsible for maintaining the County's public rights of way network which extends to over 10,000 kilometres. The County Council maintain the definitive map of rights of way within North Yorkshire along with the statements of routes.<sup>13</sup> Policy C5: Protection of Existing Sport, Open Space and Recreation Facilities of the Publication Draft Sites & Policies DPD protects public rights of way from development that would result in harm to their recreational and/or amenity value.

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<sup>13</sup> The definitive map can be viewed at:  
[http://maps.northyorks.gov.uk/connect/?mapcfg=Out\\_and\\_About](http://maps.northyorks.gov.uk/connect/?mapcfg=Out_and_About)

## **5.3 EDUCATION**

- 5.3.1 Education provision includes pre-school, primary, secondary and post-16 education. Pre-school education is provided on a part-commercial basis in response to demand. Primary and Secondary education has traditionally been provided at a local scale by Local Education Authorities (LEA), and therefore needs to be planned at that level. Post-16 education tends to be provided for on a more centralised basis in major service centres, with an expectation that students will travel further than for primary and secondary education. North Yorkshire County Council is the Local Authority responsible for education in Harrogate District.
- 5.3.2 The Education Act 2011 has made a number of significant changes to the education system. Whilst Local Authorities (LAs), in their role as commissioners of education, must continue to plan for and secure sufficient schools for their area in line with their duties under section 14 of the Education Act 1996, the 2011 Act has introduced a new academy/free school “presumption”. Under the presumption LAs are required to seek proposals to establish an academy/free school in the first instance where there is an identified need for a new school.
- 5.3.3 Academies are publicly-funded independent schools. They receive the same level of per-pupil funding as an LA maintained school, plus additions to cover services that are no longer provided for them by the local authority (such as help for children with special education needs). Academies have greater freedom over how they use their budgets to educate their students. Academies receive their funding directly from the Education Funding Authority (EFA) rather than from the LA. Academies are required to follow the law and guidance on admission, special educational needs and exclusions as if they were maintained schools. Academies, like all schools, are bound by the Schools Admission Code and have to admit up to their maximum number. The LA will continue to coordinate the offer of a school place to all pupils and must ensure a school place for every child in their area. Free schools are schools which can be set up by groups of parents, teachers, charities, trusts, religious or voluntary groups in response to local needs. Free schools are set up and run as academies.
- 5.3.4 Where there is no suitable academy/free school proposal, a statutory competition can be held with the consent of the Secretary of State. Academy/Free School proposals and proposals for foundation (by proposers other than the LA), voluntary controlled and voluntary aided schools can be submitted to the competition. Only where a competition does not identify a suitable academy/free school or maintained school can the LA publish its own community or foundation school proposal. However, there remain certain special circumstances under which new maintained schools can be established.
- 5.3.5 There are two stages to assessing the need for new school places/new schools within an area. Firstly it must be determined what the likely demand for school places is based on

changes in population and development. Secondly, the current capacity of schools in the area needs to be determined.

- 5.3.6 NYCC determines the need for school places based on pupil forecasts that look at demographic trends over the past 3 years. Reception class numbers are based on projected births provided by Office of National Statistics. These forecasts are updated at regular intervals and take account of pupils moving into and out of the county and outstanding planning permissions for housing developments.
- 5.3.7 There is a single national measure to assess the net capacity of schools specified by the Department for Education. This ensures a robust and consistent method of assessing the capacity of schools. The measure is used to identify a surplus or shortage of school places within schools. NYCC has assessed the need for new school places resulting from the housing allocations identified in the Publication Draft Sites & Policies DPD and based on the existing capacity of schools and forecast demographic changes. The resulting requirements for new school provision and extensions to new schools are set out in the Infrastructure Schedule at Appendix 1 of this plan.
- 5.3.8 NYCC receives capital funding for additional places needed as a result of identified pupil growth for all types of school, including academies/free schools and maintained schools. Some central funding is provided to support the development of free schools which are driven by parental demand rather than demographic growth. Capital funding provided by central government does not meet the full costs of providing additional places. The funding for school capital development from the school devolved formula capital has reduced by about 80% for 2011/12 and 2012/13. The schools capital programme allocation for 2012/2013 was announced in December 2011 with NYCC receiving £16.9M of which £5.1M is allocated to funding additional school places as a result of growth, across the County, mainly in the primary sector.
- 5.3.9 It is normal for large new residential developments to provide new primary schools as part of the infrastructure provided by the developer on-site or contribute towards the extension of existing schools where schools do not have sufficient capacity to accommodate additional pupils. NYCC has an established mechanism in place for collecting developer contributions towards new school places by way of a planning obligation.<sup>14</sup> North Yorkshire County Council bases developer contributions on a ratio of 1 new primary school age pupil for every 4 new houses and 1 secondary school pupil for every 8 new houses. Currently developers are required to contribute £13,596 per primary school place and £20,293 per secondary school place on developments of more than 25 new dwellings where there is insufficient capacity in local schools to accommodate the expected pupil yield from the development. However, even with this level of funding developer contributions are struggling to meet the costs of delivering additional education provision (particularly new schools).

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<sup>14</sup> The Council has published a guidance leaflet called 'Policy on Developer Contributions to Education Facilities' that is available on the Council's website at the following address: [www.harrogate.gov.uk/plan/Pages/Planning-Guidance.aspx](http://www.harrogate.gov.uk/plan/Pages/Planning-Guidance.aspx)

5.3.10 Given the pressure on resources the NYCC has indicated that it will be necessary to restrict additional teaching space in existing schools to portable classrooms wherever possible. Recent analysis has shown that the difference in costs between portable units and permanent build has narrowed significantly (with an average costs of £250k for a single portable classroom compared to £350k for a more for permanent build). Modular build or off-site construction will also be considered as a lower cost alternative to a traditional build, although the difference in costs depends on site constraints.

### Primary Education

5.3.11 There are 319 primary schools in North Yorkshire catering for children between 3-11 years in a mixture of infant, junior and all-through schools. In Harrogate District there are 79 primary schools with a combined total number of pupils on the roll in Oct 2012 of 11,450 pupils. Schools range in size from 18 pupils at Bishop Thornton CE Primary School to 486 pupils at Willow Tree Community Primary School in Harrogate.

### Secondary Education

5.3.12 There are 44 secondary schools in North Yorkshire, 24 of which offer sixth form education. Most of these are comprehensive schools although there are two grammar schools in Ripon and Skipton. In Harrogate District there are 10 secondary schools with a combined total number of pupils on the roll in Oct 2012 of 11,365 pupils. Schools range in size from 352 pupils at Nidderdale High School in Pateley Bridge to 1,960 pupils at St Aidan's CE High School in Harrogate. There are four academies and one voluntary-aided school in Harrogate, all providing education for pupils aged 11-18.

### Special Schools

5.3.13 There are 11 special schools in North Yorkshire. In addition a number of mainstream schools also have extra resources to allow them to make provision for certain types of special education needs. These are called enhanced mainstream schools. There are three special schools and three enhanced mainstream schools in Harrogate District.

Table 4: Special Schools in Harrogate District.

School	Location	Type of Need
Foremost School	Menwith Hill Road, Darley	Behaviour, emotional and social difficulties
Springwater School	High Street, Starbeck, Harrogate	Profound and multiple learning difficulties and severe learning difficulties
The Forest School	Park lane, Knaresborough	Provides for pupils aged between 2-16 with a range of learning difficulties or speech, language and communication difficulties

Table 5: Enhanced Mainstream Schools

School	Location	Type of Need
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Hookstone Chase School	Hookstone Chase, Harrogate	Communication and interaction
King James' School	King James Road, Knaresborough	Autism
Rossett School	Green Lane, Harrogate	Specific learning difficulties

### Further Education

5.3.14 Harrogate College is part of the Hull College Group and offers a wide range of academic and vocational higher education courses. Harrogate College has a campus at Hornbeam Park in Harrogate that offers a range of facilities.

## 5.4 HEALTH

5.4.1 The National Health Service (NHS) in England provides free healthcare for all, based on need, not on ability to pay. In the NHS, the majority of health services are accessed via General Practitioners (GPs) who act as a 'gateway' to other NHS services. Until recently the York and North Yorkshire Primary Care Trust (PCT) was the main procurer of health services for Harrogate District, and therefore the most relevant part of the NHS in terms of spatial planning, together with the Strategic Health Authority at a regional level. However, as a result of recent changes in the public health system PCTs were abolished by April 2013 with Clinical Commissioning Groups (CCGs) taking over responsibility for commissioning local health services. CCGs are groups of local GPs, hospital clinicians and community representatives. Harrogate District is the responsibility of the Harrogate and Rural District CCG which comprises 19 General Practices with a combined registered population of 159,323, the vast majority of whom (98%) live in Harrogate District.

5.4.2 Whilst CCGs are responsible for commissioning the majority of healthcare services it was not possible to devolve all commissioning to the groups. The NHS Commissioning Board area team that serves North Yorkshire and Humber is responsible for services that can only be provided efficiently and effectively at the regional level. The role of the NHS Commissioning Board nationally is to support, develop and hold to account an effective and comprehensive system of CCGs. Some specialist services will also continue to be commissioned by the NHS Commissioning Board centrally where this is most efficient.

5.4.3 The need for additional health developments will depend on the amount and type of housing being developed, and whether there will be significant elderly or young populations. This will determine the required make-up of the clinical workforce and may, for example, highlight the need for practice nurse, dental, ophthalmic and pharmacy support.

5.4.4 Under the recent changes to the public health system North Yorkshire County Council now have a new duty to promote and improve the health and wellbeing of the population of North Yorkshire, tackling challenges such as smoking, alcohol and drug misuse and obesity. Working together with health and care providers, community groups and other agencies they will seek to prevent ill health by encouraging people to



live healthier lives. Under the provisions of the Health and Social Care Act 2012 North Yorkshire County Council has set up a health and wellbeing board which assumed its statutory functions in April 2013. Health and wellbeing boards bring together clinical commissioning groups and councils to develop shared understanding of the health and wellbeing needs of the community. The North Yorkshire Health and Wellbeing Board has published a Joint Strategic Needs Assessment (JSNA) and develop a Joint Health and Wellbeing Strategy setting out how these needs can best be addressed.<sup>15</sup> These documents include recommendations for joint commissioning and integrating services across health and care.

### **Primary Care**

- 5.4.5 Primary care refers to services provided by GP practices, dental practices, community pharmacies and high street optometrists. It is the first point of contact most people have with the health service and around 90% of people's contact with the NHS is with these services. It focuses on the treatment of minor injuries and illnesses, and deals with minor surgery and the on-going management of chronic conditions.
- 5.4.6 Discussions with the York and North Yorkshire PCT during the preparation of this plan have not indicated the need for any new primary health care facilities in response to the emerging allocation sites in the Sites & Policies DPD. However, the Council is committed to engage with the Harrogate and Rural District CCG and the NHS Commissioning Board area team for North Yorkshire and Humber to consider the implications of planned growth in the District on primary care services and facilities.

### **Secondary Care**

- 5.4.7 Secondary care covers hospital care for conditions that normally cannot be dealt with by primary care services. The Harrogate and District NHS Foundation Trust provides healthcare services based at Harrogate District Hospital and also a wide range of community health services (including Community Hospitals, drop-in centres and home visits) for the population of North Yorkshire, York and North East Leeds. The trust has indicated that developments of the nature proposed in the emerging Sites & Policies DPD will have an impact on healthcare provision requirements and put additional pressures on existing resources, both within the hospital and primary care settings. As part of developing their Business Plan in the future, the Harrogate and District NHS Foundation Trust will take into account demographic growth and plan services accordingly.

### **Social and care services**

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<sup>15</sup> The North Yorkshire Joint Health and Wellbeing Strategy and Joint Strategic Needs Assessment are available at: [www.nypartnerships.org.uk](http://www.nypartnerships.org.uk)

5.4.8 Social and care services encompass a range of services. These are mainly provided and procured in England by upper-tier and unitary authorities as part of Adult Social Services and Children and Young People’s Services. Social and care services are administered by North Yorkshire County Council for the Harrogate District. Provision tends to be made in response to demand, and services planned on the basis of forecasts of future need. The provision by developers of new facilities for social and care services on the largest developments could therefore to be justified in certain circumstances.

## 5.5 EMERGENCY SERVICES

### Police

5.5.1 North Yorkshire Police operate 33 police stations and community offices across North Yorkshire of which 6 are located in Harrogate District.

Table 6: Police Stations in Harrogate District.

Police Station	Location	Public Opening Hours*
Boroughbridge Police Station	New Row, Boroughbridge	Open by appointment only.
Harrogate Local Police Office	Craven Lodge, 37 Victoria Avenue, Harrogate	0900-1300 Mondays, Wednesdays and Fridays
Harrogate Police Station	Beckwith Head Road, Harrogate	0800-0000 every day
Knaresborough Police Station	Castlegate, Knaresborough	0830-1700 Mondays to Thursdays, and 0830-1630 Friday
Pateley Bridge Community Office	King Street, Pateley Bridge	Open by appointment only.
Ripon Police Station	North Street, Ripon	0900-1700 Monday to Friday

\*Opening times are subject to change at short notice according to operational requirements.

5.5.2 A new £18 million police station on Beckwith Head Road in Harrogate became operational in May 2012. North Yorkshire Police opened a town centre police station along Victoria Avenue in April 2012 as a temporary measure to provide access for members of the public in the centre Harrogate.

5.5.3 North Yorkshire Police have an Architectural Liaison Officer whose role it is to work closely with the local planning authorities to ensure that the principles of Crime Prevention Through Environmental Design (CPTED) and Secured by Design are reflected in major planning application decisions.

### Fire & Rescue Services

5.5.4 The North Yorkshire Fire & Rescue Service provide an emergency response service to fire and other emergencies across North Yorkshire and York. The service also provides advice, education and community safety initiatives to reduce the incidences of fires, road traffic accidents and other hazards. The service operates from 39 fire stations, of which 7 are located within the Harrogate District.

5.5.5 Harrogate Fire Station is a whole time shift station and is crewed 24 hours a day. Ripon Fire Station is a day crewed station, crewed between 0800-1800 every day by fire fighters who carry an alerter and are on call outside of these hours. Boroughbridge, Masham and Summerbridge Fire Stations are retained stations crewed by fire fighters who provide on-call cover from home or their place of work whilst Lofthouse Fire Station is one of only two volunteer fire stations in North Yorkshire and York. The service also has a headquarters and control room in Northallerton and a training centre in Easingwold.

Table 7: Fire Stations in Harrogate District.

Fire Station	Location	Station Type
Boroughbridge Fire Station	Back Lane, Boroughbridge	Retained
Harrogate Fire Station	Skipton Road, Harrogate	Shift
Harrogate Fire Safety Department	Skipton Road, Harrogate	
Knaresborough Fire Station	Gracious Street, Knaresborough	Retained
Lofthouse Fire Station	Nidd View, Lofthouse	Volunteer
Masham Fire Station	Red Lane, Masham	Retained
Ripon Fire Station	Stonebridgeway, Ripon	Day Crewed
Ripon Fire Safety Department	Stonebridgeway, Ripon	
Summerbridge Fire Station	The Old Warehouse, Summerbridge	Retained

5.5.6 The service undertakes Integrated Risk Management Planning to determine where the most at risk areas are. This maps indices of multiple deprivation along with fire and road traffic incidents and other indicators to produce a traffic light map showing areas of most risk. In Harrogate District these include the area around the A1(M)/A59 junction and along the A1(M) south of this point. It also includes an area around High Harrogate/Cold Bath Road/Otley Road area where there are a high number of small shops and rented flats/bedsits. The level of growth proposed in the Sites & Policies DPD should not affect the work of the fire and rescue service provided that buildings are built to modern standards and incorporate hard wired detection systems, have suitable access for emergency vehicles and water supplies/road hydrant system.

5.5.7 The existing fire station building at Summerbridge is too small as it can only fit a 4x4 appliance in and is situated on the end of a terrace of houses. A new site on the B6165 has been found within a quarter of a mile of the existing station and planning permission was granted for a replacement fire station on this site in August of 2012.

### Ambulance Service

5.5.8 The Yorkshire Ambulance Service plans its operation based on a hub and spoke model. There are three main ambulance stations (the hubs) at:

- Harrogate, Lancaster Park Road
- Pateley Bridge, Millfield Street
- Ripon, Stonebridgeway/Rotary Way

- 5.5.9 There are then a number of standby points which can consist of either simply a layby, a smaller property offering basic facilities or the use of facilities owned by the police or fire service. This enables ambulances to cover a wider geographical area ready to respond to calls.
- 5.5.10 There are no immediate plans for additional ambulance service facilities. A review was undertaken in 2008/2009 based on an appraisal of where callouts occur, ambulance response times and the experience of ambulance crews. The service has a target of responding to calls within 8 minutes. It is more likely that the need could arise over the plan period for a new standby point rather than a new ambulance station.

## **5.6 FLOOD PROTECTION AND DRAINAGE**

### **Flood Protection**

- 5.6.1 Flooding is a natural process and does not respect administrative boundaries; it is influenced principally by natural elements of rainfall, geology, topography, rivers and streams and man-made interventions such as flood defences, roads, buildings, sewers and other infrastructure. Flooding can cause massive disruption to communities, damage to property and possessions and even loss of life.
- 5.6.2 The Council commissioned JBA Consulting jointly with Craven District Council and Richmondshire District Council to prepare a Strategic Flood Risk Assessment (SFRA) Level 1 report. The final report was published in July 2010. The SFRA Level 1 report assesses flood risk from all sources now and in the future and provides evidence for the three local planning authorities to apply the Sequential Test. The Sequential Test is a process to demonstrate that, when allocating land for development, the local planning authority has considered the risk of flooding from all sources and demonstrate that there are no reasonably available alternative sites in areas with a lower probability of flooding that would be appropriate to the type of development or land use proposed.
- 5.6.3 The Council published a Flood Risk Sequential Test in 2011 alongside the Urban Areas Consultation for the Sites & Policies DPD. The report concludes that there are three sites that the Council is taking forward as draft allocations that are affected by flood zones 2 and 3. These sites are currently the subject of a more detailed assessment being prepared as part of a Level 2 SFRA.
- Site P3001: Highways Depot and Fuel Merchants, Pateley Bridge
  - Site M3002: Land West of The Oaks, Masham
  - Site R10: Land at Ripon Auction Mart, North Road, Ripon
- 5.6.4 The Level 1 SFRA provides details of the man-made flood defences that exist within the Harrogate District. Ripon has recently seen a major Flood Alleviation Scheme completed. North Yorkshire County Council is a member of the Yorkshire Regional Flood and Coastal Committee (YRFCC) that plays an important local role in guiding flood and coastal risk management activities, advising on and approving programmes of work for Yorkshire as

well as raising local levies to fund local priority projects and works in partnership with others. The Council has been informed by the Environment Agency that there are no further large schemes imminent at this time that affect either Harrogate, Knaresborough or Ripon.

- 5.6.5 The Harrogate Borough Council Level 2 SFRA, published November 2013, provides a more detailed assessment of three sites that were identified as at risk of flooding in the Level 1 SFRA but where the Council is proposing development in the emerging plan.<sup>16</sup> The key objectives of the Level 2 SFRA is to assess whether development on these sites could be made safe, to provide recommendations for detailed Flood Risk Assessments (FRA) and identify potential measures to mitigate flood risk. The sites are:
- Site P3001 at Pateley Bridge on the East Bank of the River Nidd;
  - M3002 at Masham;
  - Site R10, the Auction Mart at Ripon; and
- 5.6.6 For each site a set of development recommendations have been made. These follow a set of general principles which should be considered for safe development and mitigation of any risks that cannot be avoided. These are:
- the avoidance of development in parts of sites that are at risk of flooding. This reduces the risk of flooding at the development or of displaced water increasing the risk of flooding elsewhere. This follows the principles of the National Planning Policy Framework (NPPF) and its accompanying technical paper;
  - that if development takes place in areas at risk of flooding then the development layout should be designed to avoid the highest risk areas. This should include a detailed assessment of vulnerability across the site based on depth, velocity, people and place vulnerability. The design should include mitigation measures (e.g. raised floor levels, no ground floor accommodation);
  - a consideration of the access routes to the site and designing these to avoid the areas of highest flood risk to ensure that the development can be safely evacuated in a flood event; and,
  - where available occupiers of sites at risk of flooding should sign up to the Environment Agency's flood warning services.
- 5.6.7 Recommendations for flood risk assessment have also been made for each site. FRAs are site specific and depend on the details of the development and the site. The SFRA recommends that developers use the FRA process to inform safe development, demonstrate that the site can pass the exception test and design any mitigation measures that are required. FRAs should use detailed investigations and modelling of the site and its surrounding area to assess issues such as:
- the risk of flooding of the development;
  - the impact of any displaced water on flood risk elsewhere. This may be water from rivers, surface runoff or sewers;
  - the impact of the development on runoff patterns either to local watercourses or to sewers and existing drainage infrastructure;
  - the flood hazard and vulnerability, and whether this can be managed; and,
  - access routes and their safety together with any other emergency planning requirements (e.g. flood warning).

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<sup>16</sup> It also looked at 2 further sites, one at Bishopton in Ripon and Auction Mark, Masham but these are not Draft Allocations.

## **Drainage**

- 5.6.8 Responsibilities for managing surface water drainage are split between the following organisations:
- the Environment Agency, which has responsibility for river and coastal flooding and a general supervisory role for all flooding but no statutory role in relation to surface water flooding;
  - water companies, which have a duty (under Section 94 of the Water Industry Act 1991) to ‘effectually drain’ areas for which they are responsible, but it is not clear what this means in practice and they are not responsible for runoff from open land;
  - local authorities, which are responsible for ordinary watercourses and parts of the drainage system, including drainage from public spaces and local highways;
  - the Highways Agency, which maintains drainage from the strategic road network (i.e. trunk roads and motorways);
  - internal drainage boards, which are responsible for land drainage and water levels within their drainage districts (which are mostly in rural areas); and
  - others involved in a more limited capacity, such as navigation authorities (e.g. British Waterways) and riparian owners.
- 5.6.9 Drainage is complicated by the fact that it refers to both surface water run-off and to discharges to foul sewer: sometimes surface water run-off will “drain” straight into an ordinary watercourse, but more often than not it drains into a sewer, (i.e. a “combined” sewer) in order to provide the water to facilitate the conveyance of waste solids to waste water treatment works. A further complication is that much of the drainage infrastructure was built prior to any statutory requirement to keep records of the exact location of the drains; this means operators often will not know the age, condition or location of the drain concerned. Nevertheless, in general terms drainage is by definition a local matter, and only assumes significance at a strategic level if there is a malfunctioning or other of the local network that causes problems beyond a local scale.

## **5.7 GREEN INFRASTRUCTURE**

- 5.7.1 Green infrastructure is a term used to describe a planned network of green spaces and other natural features. The Harrogate District has an abundance of high quality green spaces and natural landscapes that includes a wide range of formal parks & gardens, allotments, recreation grounds, village greens, playing pitches, woodlands and nature reserves. The Leeds City Region Green Infrastructure Strategy contains a number of projects related to the District including a project based around the River Ure. Emerging Sites & Policies DPD Policy IN2: Green Infrastructure requires development proposals to integrate high quality green infrastructure from the earliest design stage and to protect designated Green Wedges in the town of Harrogate. The Council consulted on a Green Infrastructure Guide as part of the Publication Draft Sites & Policies DPD consultation and which has been included on the shortlisted entries for the 2013 Landscape Institute Awards. The Council intends to adopt the guide as a supplementary planning document

in 2014. The Council will work closely with local stakeholders including NYCC and the Local Nature Partnership in developing Green Infrastructure projects in the District.

5.7.2 The Council currently operates a commuted sums policy<sup>17</sup> for the collection of contributions towards the provision and enhancement of open spaces of a variety of types, including children’s play areas, allotments, amenity greenspace and outdoor sports facilities. This requirement is linked to adopted Core Strategy Policy C1 and emerging Sites & Policies DPD Policy C4. Depending on the amount and quality of existing facilities in an area, new residential developments are required to contribute towards the provision of new, or enhancement of existing, open spaces. This commuted sums policy is likely to be replaced by the Community Infrastructure Levy once introduced by the Council. However, the requirement for developers to provide sufficient on-site open space as part of residential development will continue to be sought by a planning obligation.

Table 8: Council Open Space and Village Halls Standards.

Type of Open Space	Accessibility Standard	Quantity Standard	Minimum Size Standard
Parks and Gardens	1km	0.08 hectares per 1000 people	0.25 hectares
Natural and Semi Natural Greenspaces (includes Urban Woodland)	3km	2.7 hectares per 1000 people	0.25 hectares
Outdoor Sports Facilities	3km	1.63 hectares per 1000 people	0.8 hectares
Amenity Greenspace (includes Green Corridors)	1km	1.8 hectares per 1000 people	0.1 hectares
Provision for Children and Young People	1km	0.1 hectares per 1000 people	0.04 hectares
Allotments and Community Gardens	1 km	0.4 hectares per 1000 people	0.2 hectares
Cemeteries, Disused Churchyards and Other Burial Grounds	3 km in Harrogate, Knaresborough and Ripon; 1 km in all other areas	0.5 hectares per 1000 people	No minimum size standard
Village Halls	3.2 km	1 village hall per 650 people	201 square metres

<sup>17</sup> Provision for Open Space Supplementary Planning Document (October 2010) is available on the Council’s website at the following address:  
[www.harrogate.gov.uk/plan/Pages/Planning-Guidance.aspx](http://www.harrogate.gov.uk/plan/Pages/Planning-Guidance.aspx)

- 5.7.3 In 2011 the Council published a desk based assessment of the sport, recreation and open space standards in the Districts main settlements and larger villages<sup>18</sup>. This assessment compared the level of open space provision within each settlement against its population to determine how each settlement scored against the Council's adopted quantity standards for open space provision.

#### **Open space**

- 5.7.4 Open spaces are vital to the protection of the environment, providing habitats to sustain a variety of flora and fauna within settlements, and as an educational and recreational resource. Well planned public open spaces are also important to the design and setting of the built environment and to the overall character and quality of an area. The District contains a number of formal parks and gardens and large number of informal open spaces and amenity greenspace including village greens, recreation areas, natural and semi-natural greenspace and verges. Harrogate Town contains the Stray, 200 acres of open grassland and verges that wrap around Harrogate's town centre and is a distinctive part of the town's character and attraction. The Stray is covered by The Stray Act of 1985 which protects and preserves this land from development. The Stray is a green lung in the centre of the town that is used for a wide range of informal recreational activities such as walking, running, picnicking, ball games and kite flying.

#### **Allotments**

- 5.7.5 Allotments are very popular within the Harrogate District and there are long waiting lists on all allotment sites. The Council has 10 allotment sites of which 7 are run under a self-administration scheme. There are a number of other allotment sites around the District which are either managed by Parish Council's or are privately managed. In total there are 26 allotment sites in the District providing over 1,100 individual plots.

#### **Children's Play Areas**

- 5.7.6 The Council is aware of 115 children's play areas in settlements across the Harrogate District. The Council manages 57 children's play areas whilst the other facilities are managed by Parish Councils and community groups. The Council also manages three skate parks in Harrogate's Valley Garden's, Knaresborough and Ripon, and two outdoor gyms at Belmont Park in Harrogate and Knaresborough House. The Council is also currently aware of plans to deliver two new play areas in the City of Ripon and in the villages of Huby, Brearton, Sharrow and Follifoot. There are also plans to rebuild the skate park in Ripon and two potential schemes in Ripon and Knaresborough, led by community groups, to create bmx/bike tracks.
- 5.7.7 Harrogate Borough Council offers a small number of grants to Parish Council's and community groups within the District to enable new play areas to be created, to

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<sup>18</sup> The Sport, Recreation, Open Space and Village Halls Study: Part 1 –Standards Assessment can be found on the Council's website at the following address: [www.harrogate.gov.uk/LPConsult](http://www.harrogate.gov.uk/LPConsult)



purchase new play equipment, refurbish old equipment or upgrade existing play areas. The grants available are up to a maximum of £5,000. This money can be used as match funding to attract further grant funding from other sources and can be combined with commuted sums where this is available.

**Nature Conservation**

5.7.8 The Harrogate District contains a wealth of nature conservation sites ranging from those of European importance to those of local significance. The Harrogate District Biodiversity Action Plan (BAP) published in December 2012 identifies that the District contains:

- 1 Special Protection Area (SPA)
  - North Pennine Moors SPA (part)
- 2 Special Areas of Conservation (SAC)
  - North Pennine Moors SAC (part)
  - Kirk Deighton SAC
- 25 Sites of Special Scientific Interest (SSSI)
- 5 Local Nature Reserves (LNR)
- 139 Sites of Importance for Nature Conservation (SINC)
- 3 Yorkshire Wildlife Trust Nature Reserves

**5.8 SPORT AND LEISURE**

**Outdoor Sports Facilities**

5.8.1 The District contains a large number of playing pitches, courts in both public and private ownership and on schools premises. The Council maintains and manages 12 senior and 16 junior football pitches, and 2 rugby pitches, on 13 different sites in Harrogate town, Ripon and Knaresborough. Clubs are able to hire the pitches on a season by season basis. In 2010 a new state of the art floodlit Third Generation pitch was opened at Rossett Sports Centre, the first in the District, which has proved extremely popular. This facility is shared with Rossett High School along with the 5 floodlit netball/tennis courts at the centre.

5.8.2 The Council also offers a variety of games and facilities within four of the Districts major parks, activities available include tennis, bowls and pitch and putt golf.

Table 9: Games in Parks

Location	Facilities Available
Conyngham Hall, Knaresborough	<ul style="list-style-type: none"> <li>• 2 tennis courts</li> <li>• 18 holes putting green</li> <li>• 18 holes pitch and putt golf</li> <li>• 9 holes crazy golf</li> </ul>
Valley Gardens, Harrogate	<ul style="list-style-type: none"> <li>• 4 tennis courts</li> <li>• 18 holes crazy golf</li> <li>• 9 holes disc golf</li> <li>• 18 holes pitch and putt golf</li> </ul>

	<ul style="list-style-type: none"> <li>• table tennis</li> </ul>
Spa Gardens, Ripon	<ul style="list-style-type: none"> <li>• 3 tennis courts</li> <li>• flat green bowling</li> <li>• 18 holes putting green</li> <li>• 9 holes crazy golf</li> </ul>
Castle Yard, Knaresborough	<ul style="list-style-type: none"> <li>• 18 holes putting green</li> <li>• crown green bowling</li> </ul>

5.8.3 The Council has undertaken an Outdoor Sports Strategy<sup>19</sup> that provides an understanding of the adequacy of pitch and outdoor sports provision at a local settlement level, as well as across the District as a whole. The strategy takes account of the changing sporting landscape as well as the potential impact of population growth to provide an evidence base for outdoor sports facilities that is relevant and reflective of sporting priorities in the District.

### Indoor Sports Facilities

5.8.4 Harrogate Borough Council provides a range of sports facilities catering for a number of different sporting activities across the District. The Council operates four sport and leisure centres located in Harrogate, Ripon, Knaresborough and Pateley Bridge and also operates five swimming pools in Harrogate, Ripon, Pateley Bridge and Knaresborough. The Council also manages a joint use site at Rossett Sports Centre sharing facilities with Rossett High School. The District also contains a range of private sports facilities that can be accessed by the public.

Table 10: Council-run Sport and Leisure Facilities.

Name	Location	Sport Facilities
The Hydro/Brimhams Harrogate	Jenny Fields Drive, Harrogate	<ul style="list-style-type: none"> <li>• 8 lane 25 metre short course competition standard swimming pool</li> <li>• Multi-purpose activity pool with moving floor, high board and spring board diving</li> <li>• Training pool</li> <li>• 36 station gym</li> <li>• Kenisis studio</li> <li>• Dance studio</li> </ul>
Starbeck Baths	Spa Lane, Harrogate	<ul style="list-style-type: none"> <li>• 18m x 7m pool with a depth of 0.8m-1.7m</li> </ul>
Ripon Leisure Centre/Brimhams Ripon	Dallamires Lane, Ripon	<ul style="list-style-type: none"> <li>• Sports hall</li> <li>• 4 Badminton courts</li> <li>• Fitness centre</li> <li>• 200 seater arts hall</li> </ul>
Ripon Spa Baths	Park Street, Ripon	<ul style="list-style-type: none"> <li>• Swimming pool</li> <li>• Wood sauna</li> </ul>
Knaresborough Pool	King James Road, Knaresborough	<ul style="list-style-type: none"> <li>• 4 lane 25 metre standard swimming pool</li> <li>• Leisure pool</li> <li>• Waterslide for children and adults</li> <li>• Waster spa</li> </ul>

<sup>19</sup> The Outdoor Sports Strategy is available on the Council's website at the following address: [www.harrogate.gov.uk/LPConsult](http://www.harrogate.gov.uk/LPConsult)

Nidderdale Pool and Leisure Centre/Brimhams Nidderdale	Low Wath Road, Pateley Bridge	<ul style="list-style-type: none"> <li>• 4 lane 20 metre deck level swimming pool with UV</li> <li>• 21 station gym</li> <li>• Sport hall</li> <li>• 2 squash courts</li> </ul>
Rossett Sports Centre	Pannal Ash Road, Harrogate	<ul style="list-style-type: none"> <li>• Sports hall</li> <li>• 2 squash courts</li> <li>• 3G pitch with floodlights</li> <li>• Gymnasium/hall</li> <li>• 5 floodlit netball/tennis courts</li> </ul>

5.8.5 The Council's Sports Development Team work with local clubs, Sport England and the sport's National Governing Bodies to develop clubs within the District including the development of new or enhanced sports facilities. They can support clubs with sport development planning, policies and procedures, support with school club links and potential funding sources.

## 5.9 COMMUNITY FACILITIES

### Libraries

- 5.9.1 North Yorkshire County Council's library and information service maintain 42 libraries and one Supermobile Library in North Yorkshire, including 8 libraries in Harrogate District. Harrogate, Knaresborough and Ripon libraries are classed by the County Council as Category 1 libraries as these are located in key centres of population and offer a full range of services. Harrogate Library has recently undergone a £3.7 million extension and refurbishment funded jointly by NYCC and the Big Lottery.
- 5.9.2 Boroughbridge, Pateley Bridge and Starbeck libraries are classed as Category 2 libraries located in smaller towns as well as significant areas of population, or in areas of social deprivation. Boroughbridge library is now run by volunteers of the Boroughbridge Area Community Library Association. There is a long term vision to develop the facility as a community hub offering additional community services to help provide further income. Pateley Bridge library is now run by The Nidderdale Plus Partnership. The current building on the High Street is not suitable for long term use and is not compliant with the Disability Discrimination Act (DDA) and therefore a longer-term solution is being sought.
- 5.9.3 Bilton and Masham libraries are classed as Category 3 libraries in relatively close proximity of a Category 1 library or in unsuitable premises. Bilton Library is to remain in its current location and in the short term to be run by volunteers from the Bilton Library Friends Group. The group are seeking to relocate the library as part of an extension to the children's centre at a Woodfield Primary School to be completed in the summer of 2013. Mashamshire Community Library was the first organisation to open a community library in the County at Mashamshire Community Office having moved from rented premises above the HSBC towards the end 2011. The room now occupied by the library at the Mashamshire Community Office was refitted and a self-service machine installed.

Volunteers received training by professional NYCC library staff. Since opening the library hours have been extended from 16.5 hours to 34 hours per week, including a late evening until 7pm to increase access to the library.

- 5.9.4 All mobile library services have been stopped except the Supermobile Library that calls at 22 locations on a fortnightly timetable staying at each location for two hours. The Supermobile currently visits Pateley Bridge, stopping at the Showground Car Park, because the current premises are not DDA compliant.

### **Community and Village Halls**

- 5.9.5 There are currently 77 community and village halls in the District's rural areas. Village Halls often perform an important role in village life bringing the community together and providing facilities for a wide range of social, recreational and community activities. There are a number of village halls across the District, including church halls, converted barns and modern purpose built spaces. Despite these differences in age and design, village halls have a number of common components and functions, the most obvious of which is the provision of a multi-purpose space that can be used for meetings, social events, classes, children's groups, sports and/or recreational activities.
- 5.9.6 The Council currently operates a commuted sums policy<sup>20</sup> for the collection of contributions towards the provision and enhancement of village halls across the District's rural areas. This requirement is linked to Core Strategy Policy C1. Depending on the number and quality of existing facilities in an area, new residential developments are required to contribute towards the provision of village halls to support the local community. However, this commuted sums policy is likely to be replaced by the Community Infrastructure Levy once introduced by the Council.
- 5.9.7 Provided that the residents of a settlement with an existing village hall are satisfied with the facilities provided by the existing hall, it is unlikely that the Council would support the provision of an additional village hall in the settlement. Where residents are not satisfied with the existing facilities, first preference will be given to an improvement/extension of facilities at the existing village hall before the possibility of delivering a new hall is considered. Generally, the Council will only support the provision of one village hall per village unless it is satisfied that there is a genuine need and community support for a second hall. The location of any new village hall will be guided by the aim to ensure that new facility is located where it is accessible by as many people as possible.
- 5.9.8 The Council manages three community centres in the District that provide a valuable venue for community activities:
- Fairfax Community Centre, Fairfax Avenue, Harrogate

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<sup>20</sup> Provision for Village Halls Supplementary Planning Document (October 2010) is available on the Council's website at the following address:  
[www.harrogate.gov.uk/plan/Pages/Planning-Guidance.aspx](http://www.harrogate.gov.uk/plan/Pages/Planning-Guidance.aspx)

- Jennyfield Styan Community Centre, Grantley Drive, Harrogate
- Knaresborough Community Centre, Stockwell Avenue, Knaresborough

### Public Conveniences

5.9.9 There are 29 public toilet facilities across the District, details of which can be found in Table 10 below. The majority of these facilities are located in the Districts five market towns and the City of Ripon with the remaining 5 facilities provided in Middlesmoor, Dacre Banks, Ripley, Glasshouses and Lofthouse. A summary of the facilities available is provided in the table below.

Table 11: Public Toilets in Harrogate District.

Location	Operating Hours	Baby Change	Disabled Facilities
<b>Harrogate</b>			
Crescent Gardens	8am-8pm	✓	✓
Devonshire Place	8am-8pm	x	✓
Jubilee Car Park, Union Street	8am-8pm	✓	✓
Victoria Car Park, East Parade	7am-7pm	✓	✓
Tower Street Car Park, West Park	8am-8pm	x	✓
Library Gardens, Victoria Avenue	8am-8pm	x	✓
Oatlands, Hookstone Road	8am-8pm	✓	✓
Starbeck, High Street	8am-8pm	✓	✓
Stray Ponds, York Place	8am-8pm	✓	✓
Valley Gardens, Cornwall Road	8am-6pm	✓	✓
<b>Knaresborough</b>			
Bond End	8am-8pm	x	✓
Castle Yard	8am-8pm	✓	✓
Conyngham Hall Car Park	8am-8pm	✓	✓
York Place Car Park	8am-8pm	✓	✓
Bus Station	8am-8pm	✓	✓
Waterside	8am-8pm	✓	x
<b>Ripon</b>			
Minster Place	8am-8pm	✓	✓
Wakemans House, High Skelgate	8am-8pm	✓	✓
Spa Gardens, Park Street	8am-8pm	✓	✓
Bus Station, Victoria Grove	8am-8pm	✓	✓
<b>Rural Areas</b>			
Boroughbridge, Back Lane Car Park	8am-8pm	✓	✓
Masham, Dixon Keld	8am-8pm	✓	✓
Pateley Bridge Recreation Ground	8am-8pm	✓	✓
Pateley Bridge, Southlands Car Park	Open 24 hours	✓	✓
Dacre Banks	Open 24 hours	✓	✓
Glasshouses, Lupton Bank	Open 24 hours	x	x
Lofthouse	Open 24 hours	✓	✓
Middlesmoor	Open 24 hours	✓	x
Ripley	8am-8pm	✓	✓

### Household Recycling Centres

- 5.9.10 In North Yorkshire both tiers of local government are responsible for the management of waste. The County Council, as Waste Disposal Authority (WDA), is responsible for the recycling and disposal of waste collected by the District/Borough Councils from their refuse collection, recycling and street cleansing activities providing household waste recycling centres at which residents can take their garden waste for composting and other waste for re-use or recycling. Harrogate Borough Council is a Waste Collections Authority (WCA) and is responsible for the collection and recycling of municipal waste, litter and abandoned cars.
- 5.9.11 The York and North Yorkshire Waste Partnership was formed in 1998 to create a forum for all of the councils in York and North Yorkshire to find ways to overcome the waste problems facing the area. The partnership published its latest strategy “Let’s Talk Less Rubbish” in 2006 to provide a waste management strategy for the area up until 2026. The strategy includes a number of targets for waste reduction, re-use, recycling & composting and residual waste treatment and disposal.
- 5.9.12 North Yorkshire County Council operates 21 household waste recycling centres (HWRC’s) across the county situated so that most people are within a 20 minute drive of their nearest centre. More than 60% of waste collected at the sites is reused, recycled or composted. In Harrogate District there are three permanent household waste recycling centres:
- Harrogate HWRC, Wetherby Road (also accepts commercial waste).
  - West Harrogate HWRC, Penny Pot Lane
  - Ripon HWRC, Dallamires Lane
- 5.9.13 There are also two mobile household recycling centres. Mobile centres cover areas of the County where the population catchment is not adequately covered by existing permanent household recycling centres. These mobile facilities are available on a limited number of days across the year:
- Pateley Bridge mobile HWRC, Bewerley Park
  - Boroughbridge mobile HWRC, Car Park off Back lane
- 5.9.14 North Yorkshire County Council is in the process of preparing a Waste Core Strategy. The strategy will help ensure that management of waste takes place in a sustainable manner by setting out an appropriate land use and development strategy for waste management facilities. NYCC are also in the process of preparing a Minerals Core Strategy which will deal with key questions about future development such as where should future minerals development be directed, when should future development take place, what sort of development should take place and how should it be implemented.
- 5.9.15 The York and North Yorkshire Waste Partnership (YNYWP) has awarded AmeyCespa a 25-year Private Finance Initiative (PFI) Residual Waste Treatment Contract. An application for a waste recovery centre near Allerton Park in the Harrogate District was approved by NYCC's Planning and Regulatory Function's Committee in 2012. Once established, the facility will receive all of North Yorkshire's municipal residual waste and be capable of

treating up to 320,000 tonnes of waste each year. It will extract recyclable and organic materials from the waste stream and treat this on site. The final residual waste will be used as a fuel source to generate up to 24 megawatts electrical energy (enough to power 40,000 homes). The facility also has the potential to supply heat to the local area for district heating and, or, industrial use. The facility will help achieve YNYWPs goal to recycle or compost 50% of household waste by 2020. In January 2013 the Secretary of State has determined not to call in the application.

## Cemeteries

- 5.9.16 Harrogate Borough Council is responsible for the management of cemeteries and crematoria within the District. The Council’s Bereavement Service operates 11 open cemeteries across the District and a crematorium at Stonefall, Harrogate. The service is also responsible for 13 closed churchyards.

Table 12: Cemeteries and Crematorium in Harrogate District.

Name	Location	Date Opened
Fewston	Meagill Lane, Blubberhouses	08.06.1911
Goldsborough	Station Road, Goldsborough	30.03.1950
Grove Road	Grove Road, Harrogate	24.04.1864
Harlow Hill	Otley Road, Harrogate	03.10.1871
Kirkby Malzeard	Warren Lane, Kirkby Malzeard	05.04.1882
Kirkby Overblow	Harrogate Road, Kirkby Overblow	30.09.1883
Knaresborough	York Road, Knaresborough	02.09.1876
Pateley Bridge	Panorama Way, Pateley Bridge	16.10.1874
Ripon*	Kirkby Road, Ripon	14.02.1894
Stonefall* (Cemetery & Crematorium)	Wetherby Road, Harrogate	05.06.1914
Lark Hill	Little Harries Lane, Ripon	Due to open late 2013

\*Chapel facilities are available for funeral and memorial services at these locations.

- 5.9.17 The Council has recently completed work on a new cemetery in Ripon. Planning permission was granted in March 2012 for the extension of the Ripon Cemetery onto a 2.2 hectare site off Little Harries Lane close to the existing cemetery. The site is to be phased with the first phased encompassing 1.3 hectares of the site to be opened in late 2013. This is estimated to provide sufficient capacity for the next 30-50 years.
- 5.9.18 The Council’s Bereavement Services have indicated the need to extend the Pateley Bridge cemeteries during the first five years of the plan period. Land has also been identified adjacent to the Pateley Bridge Cemetery to enable an extension to take place in the future. The land needs to be acquired from Pateley Bridge Town Council and Beverley Parish Council before work can proceed. However, the Council does not expect to need to start developing this site for 8-10 years.
- 5.9.19 In addition to the above proposals, there are other cemetery sites in the District in need of extension but not within the next 5-10 years. The Council will continue to monitor the situation and bring forward plans for the extension of cemeteries as and when required.





## **6. INFRASTRUCTURE DELIVERY**

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- 6.1 In addition to mainstream Government funding for infrastructure (e.g. the capital allocations to NYCC as the highway and education authority or to statutory utility providers) funding to deliver the infrastructure identified in the schedule will need to come from a variety of other sources including:
- Planning obligations;
  - Community Infrastructure Levy;
  - Growing Places Fund;
  - Big Lottery;
  - Civil Parking Enforcement surplus;
  - Harrogate & Knaresborough Service Centre Transportation Strategy (SCTS);
  - Harrogate & Knaresborough Local Sustainable Transport Fund; and
  - Other potential mechanisms for funding infrastructure.

- 6.2 It is likely that the majority of infrastructure schemes will need a combination of the potential funding sources identified above to deliver them.

### **Planning Obligations**

- 6.3 Funding infrastructure through planning obligations is an established principle. The contribution is generally subject to negotiation as part of a package of planning contributions (e.g. affordable housing, open space etc.), as well as abnormal site costs that might impact on viability.
- 6.4 Circular 05/2005: Planning Obligations provides guidance to local authorities relating to the use of planning obligations. Planning obligations (S106 Agreements) can be required by a local planning authority in order to make an otherwise unacceptable development proposal acceptable in planning terms, where the use of planning conditions would not suffice. Planning obligations are private agreements negotiated with the developer or landowner, or can also be secured through a unilateral undertaking. Obligations are required to offset the direct physical, social or environmental impacts of development and/or to ensure that the essential needs of new residents/workers resulting from development are catered for. As such, planning obligations must be:
- necessary to make the proposed development acceptable in planning terms;
  - directly related to the proposed development; and
  - fairly and reasonably related in scale and kind to the proposed development.
- 6.5 These tests were brought into law by the introduction of the Community Infrastructure Levy Regulations 2010 and are a material consideration in granting planning permission.

### **Community Infrastructure Levy**

- 6.6 The Planning Act 2008 contains powers enabling, but not requiring, local authorities to introduce a Community Infrastructure Levy (CIL). The CIL allows local authorities to

develop a schedule of charges, derived from a standardised formula for each type of infrastructure. Charges will be applicable to most forms of development, not just housing, with the level of the charge dependent on the scale and type of development. The CIL differs from planning obligations in that it widens the net for attracting contributions towards infrastructure provision and breaks the direct link between obligation and development. This allows local authorities to pool funds and manage their spend strategically, funding a wide range of local and sub-regional infrastructure priorities identified through the infrastructure planning process. The CIL is not intended to replace mainstream funding programmes for infrastructure but simply to augment available funds to ensure the timely delivery of necessary works. It is intended that CIL will provide more certainty to developers, allowing them to calculate the likely charge early in the development process.

- 6.7 The Community Infrastructure Levy Regulations 2010, enabling local planning authorities to prepare and implement CIL, came into force on 6 April 2010. The Council consulted on a Preliminary Draft CIL charging schedule at the same time as the consultation on the Publication Draft Sites & Policies DPD. The Council has subsequently undertaken consultation on a Draft Charging Schedule during October/November 2013. The Draft Charging Schedule sets out the CIL charges for different types of development that the Council proposes to introduce to the District. The CIL is projected to generate in the order of £24 million during the plan period to 2023 that can be used to help deliver local and strategic infrastructure projects in support of growth.
- 6.8 The Infrastructure Schedule at Appendix 1 identifies those projects that could benefit from CIL funding, either in whole or in part, once the CIL is adopted by the Council based on the Draft Regulation 123 List prepared in support of the Draft Charging Schedule in October 2013. This list is likely to change as projects are brought forward, infrastructure is delivered and new requirements emerge between now and the CILs adoption and implementation, expected to take place in the summer/autumn of 2014.
- 6.9 The Council intends to prepare a Supplementary Planning Document (SPD) related to Core Strategy Policy C1 and emerging Sites & Policies DPD Policy IN1 to provide guidance to applicants on the Council's use of planning obligations and the Community Infrastructure Levy. This guidance will also cover the role of, and influence of, economic viability assessments in the planning application process. The guidance will be prepared before the examination of the CIL Draft Charging Schedule due to take place in spring 2014.

### **Growing Places Fund**

- 6.10 In March 2012 the Government announced that an additional £270 million is being made available through the Growing Places Fund with the intention of boosting economic growth by providing the infrastructure necessary to support new homes and businesses. This announcement included an allocation of £12 million to the Leeds City Region Local Enterprise Partnership (LEP) and £3 million to York, North Yorkshire and East Riding LEP.

- 6.11 There may also be other funding opportunities over the course of the plan period through LEP initiatives.

### **Big Lottery Fund**

- 6.12 The Big Lottery Fund (BIG) is responsible for distributing 40 per cent of all funds raised for good causes (about 11 pence of every pound spent on a Lottery ticket) by the National Lottery, totalling around £600 million each year. Since June 2004 BIG has awarded over £6bn to projects supporting health, education, environment and charitable purposes. Around 80-90 per cent of our funding is awarded to voluntary and community sector organisations. BIG also distributes non-Lottery funding on behalf of public bodies such as the Department for Education and the Office for Civil Society.

### **Civil Parking Enforcement Surplus**

- 6.13 North Yorkshire County Council is responsible for determining how any on-street surplus funding arising from Civil Parking Enforcement (CPE) is spent. Section 55 (as amended) of the Road Traffic Regulation Act (1984) sets out the permitted uses for CPE surplus funding. The Act limits local transport authorities to spending surplus revenue, once the costs of the enforcement operation have been met, on parking, transport or environmental improvements within the Civil Enforcement Area.
- 6.14 The Deed of Arrangement that governs the Harrogate CPE operation requires the County Council to invite proposals from the Borough Council for expenditure of the on-street surplus. The County Council must prioritise these proposals and communicate the decision on how any surplus income will be applied in writing to the Borough Council. The County Council will continue to work with Harrogate Borough Council to deliver a programme for utilising the Harrogate on-street CPE surplus. Therefore with agreement between NYCC and HBC, the CPE surplus could contribute towards the delivery of a number of the projects identified in Infrastructure Schedule provided that they fall within the permitted uses for the CPE surplus funding.

### **Harrogate & Knaresborough Service Centre Transportation Strategy (SCTS)**

- 6.15 In 2012 there was £1.4 million remaining of the original £2.5 million allocation for the SCTS. The first phase of this strategy involves 8 schemes with an expected total of approximately £1.1m. The implementation of this programme is on-going. The programme consists of the following schemes:
- Pennypot Puffin Crossing;
  - Pegasus Crossing, South of Ripley;
  - The Stray Cycle Route (complete);
  - Signalised Junctions in Harrogate – Health Checks;
  - West Park/Albert Street – Pedestrian Crossing (complete);
  - Cornwall Road – Pedestrian Improvement Scheme (complete);

- King Georges Field Knaresborough, Cycle Route; and
- York Road – Pedestrian Crossing (complete).

6.16 Of the remaining £1.4 million of funding £540k is to be spent on traffic signal improvements in Harrogate & Knaresborough whilst £860,000 has been reallocated and prioritised to Sandsend due to the urgent need for costal slope stabilisation works to protect the A174 from potential disruption and closure due to landslips.<sup>21</sup>

### **Harrogate & Knaresborough Local Sustainable Transport Fund**

6.17 In 2012 North Yorkshire County Council and Harrogate Borough Council were successful in securing £1.653 million of funding from the Department for Transport towards sustainable transport initiatives in the Harrogate town centre area. The funding was allocated specifically for a package of measures and initiatives to support the continued economic development of Harrogate through a reduction in traffic congestion and the promotion and implementation of sustainable travel options to improve:

- Sustainable access to the town centre;
- Access to major conference and exhibition facilities in the town; and
- Sustainable access and journey time reliability along the A661 corridor.

6.18 This will be achieved by implementing the following projects:

- Improvements to local bus infrastructure including bus priority technology at traffic signals;
- Promotion and marketing of bus services on the A661 corridor;
- Improving traffic signals at key junctions;
- Improved cycle links and cycling information;
- Improved pedestrian facilities in the town centre; and
- Travel planning and marketing measures to support improved access to major conference and exhibition facilities.

6.19 Programme planning and design of the various projects commenced immediately following the award of funding, with most of the implementation expected to start in the 2013/2014 financial year. A report by NYCC to the County Area Committee for the Harrogate District on 6 June 2013 provided details of the programme and proposed cycling and pedestrian infrastructure improvement schemes (subject to further detailed design and feasibility works including consultation with local organisations and user groups).<sup>22</sup>

### **Other potential mechanisms for funding infrastructure**

<sup>21</sup> Further details on the Harrogate and Knaresborough Service Centre Transportation Strategy can be found on North Yorkshire County Council's website: [www.northyorks.gov.uk](http://www.northyorks.gov.uk)

<sup>22</sup> Further details on the Harrogate and Knaresborough Local Sustainable Transport Fund including the report to the County Area Committee for Harrogate District on 6 June 2013 can be found on North Yorkshire County Council's website: [www.northyorks.gov.uk](http://www.northyorks.gov.uk)

6.20 There are also a number of other alternative financing mechanisms that the Council could explore to help deliver essential infrastructure, these include:

Supplementing Business Rates - One financing option for local infrastructure would be the introduction of a Supplementary Business Rate (SBR). This would allow local authorities to apply a geographically and temporally limited levy on business rates in order to fund specific infrastructure projects.

Tax Incentives Vehicles - Tax Increment Financing (TIF) would enable local authorities to finance infrastructure investment by borrowing against expected increases in tax revenue that would follow an infrastructure investment. There has been considerable support for this option from the private sector.

Regeneration Investment Vehicles - Regeneration Investment Vehicles (RIVs) are shared equity agreements between public sector bodies and the private sector that typically see public sector agencies supplying land, and the private sector capital, in a 50/50 split.

**APPENDIX 1: INFRASTRUCTURE SCHEDULE**

Ref No.	Infrastructure Type	Settlement	Location	Related Site Allocations	Infrastructure Requirement	Responsible Body	Other Stakeholders	Anticipated Delivery Mechanism	Cost <sup>2</sup>	Funding Committed	Phasing <sup>3</sup>	Priority <sup>4</sup>	Notes
1	Education	Boroughbridge	Boroughbridge High School	B11(1)	Provision of one additional classroom.	NYCC	Developer	Delivered alongside site development by way of a planning obligation(s) or CIL <sup>1</sup> and NYCC capital programme.	c£608,790		5-10 Years	Critical	The next capital allocation from central government is expected to be announced in early 2014 and funding priorities will be determined by NYCC after that announcement.
2	Education	Harrogate	Harrogate Secondary Schools	All Harrogate sites	Potential requirement for up to 12 new classrooms across Harrogate secondary schools.	NYCC	Developer(s)	Delivered alongside site development by way of a planning obligation(s) or CIL <sup>1</sup> and NYCC capital programme.	c£608,790 per classroom		On-going	Critical	The next capital allocation from central government is expected to be announced in early 2014 and funding priorities will be determined by NYCC after that announcement.
3	Education	Harrogate	Grove Road Community Primary School	H102(1)	Provision of one additional classroom.	NYCC	Developer	Delivered alongside site development by way of a planning obligation(s) or CIL <sup>1</sup> and NYCC capital programme.	c£407,880		5-10 Years	Critical	The next capital allocation from central government is expected to be announced in early 2014 and funding priorities will be determined by NYCC after that announcement.
4	Education	Harrogate	Land North of Penny Pot Lane	H3(1), H3021(1)	Provision of a new primary school (240 places).	NYCC	Developer(s)	Delivered alongside site development by way of a planning obligation(s) or CIL <sup>1</sup> and NYCC capital programme.	c£6,000,000 plus any land acquisition costs		5-10 Years	Critical	The next capital allocation from central government is expected to be announced in early 2014 and funding priorities will be determined by NYCC after that announcement.
5	Education	Harrogate	Land West of Cardale Park	H32(3), H104, H105(1)	Provision of a new primary school (210 places).	NYCC	Developer(s)	Delivered alongside site development by way of a planning obligation(s) or CIL <sup>1</sup> and NYCC capital programme.	c£6,000,000 plus any land acquisition costs		5-10 Years	Critical	The next capital allocation from central government is expected to be announced in early 2014 and funding priorities will be determined by NYCC after that announcement.
6	Education	Harrogate	Rossett Acre Community Primary School	H39	Provision of one additional classroom.	NYCC	Developer	Delivered alongside site development by way of a planning obligation(s) or CIL <sup>1</sup> and NYCC capital programme.	c£407,880		5-10 Years	Critical	The next capital allocation from central government is expected to be announced in early 2014 and funding priorities will be determined by NYCC after that announcement.
7	Education	Killinghall	Killinghall Church of England Primary School	RL1015a, RL3019	Provision of one additional classroom.	NYCC	Developer(s)	Delivered alongside site development by way of a planning obligation(s) or CIL <sup>1</sup> and NYCC capital programme.	c£407,880		5-10 Years	Critical	The next capital allocation from central government is expected to be announced in early 2014 and funding priorities will be determined by NYCC after that announcement.

Ref No.	Infrastructure Type	Settlement	Location	Related Site Allocations	Infrastructure Requirement	Responsible Body	Other Stakeholders	Anticipated Delivery Mechanism	Cost <sup>2</sup>	Funding Committed	Phasing <sup>3</sup>	Priority <sup>4</sup>	Notes
8	Education	Knaresborough	Manse Farm	K2b,K18	Provision of a new primary school (315 places).	NYCC	Developer(s)	Delivered alongside site development by way of a planning obligation(s) or CIL <sup>1</sup> and NYCC capital programme.	c£6,000,000 plus any land acquisition costs		5-10 Years	Critical	The next capital allocation from central government is expected to be announced in early 2014 and funding priorities will be determined by NYCC after that announcement.
9	Education	Knaresborough	King James's School	K2b,K18	Provision of three additional classrooms.	NYCC	Developer(s)	Delivered alongside site development by way of a planning obligation(s) or CIL <sup>1</sup> and NYCC capital programme.	c£1,826,370		5-10 Years	Critical	The next capital allocation from central government is expected to be announced in early 2014 and funding priorities will be determined by NYCC after that announcement.
10	Education	Masham	Masham Church of England Primary School	M3001, M3002	Provision of one additional classroom.	NYCC	Developers(s)	Delivered alongside site development by way of a planning obligation(s) or CIL <sup>1</sup> and NYCC capital programme.	c£407,880		10+ Years	Critical	The next capital allocation from central government is expected to be announced in early 2014 and funding priorities will be determined by NYCC after that announcement.
11	Education	Pannal	Pannal Community Primary School	H74a, H4007	Provision of two additional classrooms.	NYCC	Developer	Delivered alongside site development by way of a planning obligation(s) or CIL <sup>1</sup> and NYCC capital programme.	c£815,760		5-10 Years	Critical	The next capital allocation from central government is expected to be announced in early 2014 and funding priorities will be determined by NYCC after that announcement.
12	Emergency Services	Harrogate	Harrogate Town Centre		Provide a police presence in the town centre.	North Yorkshire Police					5-10 Years	Required	
13	Emergency Services	Summerbridge	Land off B6165, Summerbridge		Replacement fire station	North Yorkshire Fire & Rescue Service					0-5 Years	Required	Planning permission granted in August 2012 for the erection of a new fire station (Application Reference No. 12/01293/FUL).
14	Community Facilities	Harrogate	Harrogate Town Centre		Public realm improvements in Harrogate town centre streets.	HBC, NYCC		Funding from S106 Agreement related to application 09/02704/FULMAJ.	£1,571,360	£1,571,360	5-10 Years	Required	List of works identified in Schedule 6 of the S106 Agreement.
15	Community Facilities	Pateley Bridge	Pateley Bridge Cemetery		Extension to Pateley Bridge Cemetery.	HBC		To be delivered by HBC.			5-10 Years	Required	HBC seeking to secure land for cemetery extension.
16	Electricity	Harrogate	Harrogate Town		Provision of a new centrally located primary substation in Harrogate.	Northern Electric Distribution Limited		To be funded and delivered by Northern Electric Distribution Limited.			0-5 Years	Critical	Planning permission was granted in 2011 for a new primary substation on Harlow Moor Road in Harrogate.
17	Gas	Harrogate	Land South of Cardale Park	H27(2)	Reinforcement of gas supply to site.	Northern Gas Networks	Developer	Delivered as part of site development.	Not costed.		5-10 Years	Required	Low Pressure system may require local reinforcement to serve site. Or the site could be supplied from the Medium Pressure System.
18	Gas	Harrogate	Land North of Penny Pot Lane	H3(1)	Reinforcement of gas supply to site.	Northern Gas Networks	Developer	Delivered as part of site development.	Not costed.		5-10 Years	Required	Low Pressure system may require local reinforcement to serve site. Or the site could be supplied from the Medium Pressure System.

Ref No.	Infrastructure Type	Settlement	Location	Related Site Allocations	Infrastructure Requirement	Responsible Body	Other Stakeholders	Anticipated Delivery Mechanism	Cost <sup>2</sup>	Funding Committed	Phasing <sup>3</sup>	Priority <sup>4</sup>	Notes
19	Gas	Harrogate	Land North of Skipton Road	H3021(1)	Reinforcement of gas supply to site.	Northern Gas Networks	Developer	Delivered as part of site development.	Not costed.		10+ Years	Required	Low Pressure system may require local reinforcement to serve site. Or the site could be supplied from the Medium Pressure System.
20	Gas	Harrogate	Land West of Cardale Park	H32(3)	Reinforcement of gas supply to site.	Northern Gas Networks	Developer	Delivered as part of site development.	Not costed.		5-10 Years	Required	Low Pressure system may require local reinforcement to serve site. Or the site could be supplied from the Medium Pressure System.
21	Gas	Knaresborough	Manse Farm	K2b	Reinforcement of gas supply to site.	Northern Gas Networks	Developer	Delivered as part of site development.	Not costed.		5-10 Years	Required	Low Pressure system may require local reinforcement to serve site. Or the site could be supplied from the Medium Pressure System.
22	Water Treatment	Darley	Darley Waste Water Treatment Works (WWTW)	RL1133(1), RL3008, RL1107a, RL98	Investment at Darley WWTW to increase capacity.	Yorkshire Water	Developer(s)	Water Industry Asset Management Plan 2015-2020. Developer contributions required if site is brought forward before capacity is increased at WWTW.	Not costed.		5-10 Years	Critical	The cumulative impact of sites within the catchment of the Darley WWTW will necessitate improvements to be made to increase its capacity. Development within the catchment will need to be phased prior to improvements being undertaken.
23	Water Treatment	Glasshouses	Glasshouses Waste Water Treatment Works (WWTW)	P3a	Investment at Glasshouses WWTW to increase capacity.	Yorkshire Water	Developer	Water Industry Asset Management Plan 2015-2020. Developer contributions required if site is brought forward before capacity is increased at WWTW.	Not costed.		5-10 Years	Required	The site will require phasing until necessary investment at Glasshouses WWTW has been undertaken to increase capacity.
24	Water Treatment	Harrogate	Land North of Skipton Road	H3021(1)	Investment at Harrogate North Waste Water Treatment Works (WWTW) to increase capacity.	Yorkshire Water	Developer	Water Industry Asset Management Plan 2015-2020. Developer contributions required if site is brought forward before capacity is increased at WWTW.	Not costed.		5-10 Years	Critical	There is capacity for the majority of the development planned in the North West of Harrogate.
25	Water Treatment	Killinghall	Killinghall Waste Water Treatment Works (WWTW)	RL3c, RL3019, RL1015a, RL3036(1)	Investment at Killinghall WWTW to increase capacity.	Yorkshire Water	Developer(s)	Water Industry Asset Management Plan 2020-2025. Developer contributions required if site is brought forward before capacity is increased at WWTW.	Not costed.		10+ Years	Critical	The cumulative impact of sites within the catchment of the Killinghall WWTW will necessitate improvements to be made to increase its capacity. Development within the catchment will need to be phased prior to improvements being undertaken.
26	Water Treatment	Knaresborough	Knaresborough Waste Water Treatment Works (WWTW)	K2b	Investment at Knaresborough WWTW to increase capacity.	Yorkshire Water	Developer(s)	Water Industry Asset Management Plan 2020-2025. Developer contributions required if site is brought forward before capacity is increased at WWTW.	Not costed.		10+ Years	Required	There is capacity for some of the development planned for Knaresborough. Development will need to be phased to enable improvements to be made to increase the capacity of the Knaresborough WWTW.



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27	Sewerage	Birstwith	Birstwith Sewerage pumping station	RL3c	Improvement of the sewerage pumping station serving Birstwith.	Yorkshire Water	Developer	Delivered alongside site development by way of a S106 Agreement.	Not costed.		5-10 Years	Required	The pumping station to the west of the river is at capacity and no development should take place prior to improvements being made.
28	Sewerage	Great Ouseburn	Land South of Branton Lane	RL1064c	Investment in sewerage network.	Yorkshire Water	Developer	Delivered alongside site development by way of a planning condition or obligation.	Not costed.		10+ Years	Required	Investment required at downstream Great Ouseburn sewerage pumping station.
29	Sewerage	Green Hammerton	Land at West Field and Bernard Lane	RL3039(1)	Investment in sewerage network.	Yorkshire Water	Developer	Delivered alongside site development by way of a planning condition or obligation.	Not costed.		5-10 Years	Required	Closest sewers which may be able to accommodate are in Kirk Hammerton Lane approx 300m to the east of the site.
30	Sewerage	Harrogate	Land North of Penny Pot Lane	H3(1)	Investment in sewerage network.	Yorkshire Water	Developer	Delivered alongside site development by way of a planning condition or obligation.	Not costed.		5-10 Years	Required	Closest sewers which may be able to accommodate are at Jennyfield, near to the Crowberry Drive and Cow Dyke Beck approx 1200m away.
31	Sewerage	Harrogate	Land West of Cardale Park	H32(3)	Investment in sewerage network.	Yorkshire Water	Developer	Delivered alongside site development by way of a planning condition or obligation.	Not costed.		5-10 Years	Required	Closest sewers which may be able to accommodate are at Almsford Bridge (drain to Harrogate South WWTW) 2500m away.
32	Sewerage	Killinghall	Various sites	RL3019, RL1015a	Investment in sewerage network.	Yorkshire Water	Developer(s)	Delivered alongside site development by way of a planning condition or obligation(s).	Not costed.		5-10 Years	Required	Limited capacity in sewers through Killinghall. Sewerage pumping may be required along Crag Lane to sewer at Crag Hill Lane.
33	Sewerage	Knaresborough	Manse Farm	K2b	Investment in sewerage network.	Yorkshire Water	Developer	Delivered alongside site development by way of a planning condition or obligation.	Not costed.		5-10 Years	Required	There are no public sewers in the vicinity of the site. May require sewer requisition directly to the Knaresborough Waste Water Treatment Work (WWTW). No surface water capacity.
34	Sewerage	Pateley Bridge	Land at Ashfield Court Road	P3a	Investment in sewerage network.	Yorkshire Water	Developer	Delivered alongside site development by way of a planning condition or obligation.	Not costed.		5-10 Years	Required	Investment required for offsite sewer to Low Wath Road
35	Sewerage	Ripon	Ripon Auction Mart, North Road	R10	Investment in sewerage network.	Yorkshire Water	Developer	Delivered alongside site development by way of a planning condition or obligation.	Not costed.		5-10 Years	Required	Operational problem area. Downstream pumping stations will need upgrading.
36	Local Highway	Harrogate	Skipton Road/Otley Road junction (A59/B6161 Travellers Rest junction)	Refer to Strategic Traffic Assessment <sup>5</sup>	Localised widening of entry arms on Skipton Road and on Oaker Bank.	NYCC	HBC, Developer(s)	Delivered alongside site development by way of a planning obligation(s)/S278 Agreement or CIL <sup>1</sup>	c£150,000*			Critical	Options for junction improvements have been identified.

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37	Local Highway	Harrogate	Parliament Street/Ripon Road/King's Road/Crescent Road junction	Refer to Strategic Traffic Assessment <sup>5</sup>	Signalised junction to incorporate enhanced and improved pedestrian facilities and optimised signal timings. Montpellier Road to be widened to form part of the junction for trips between Crescent Road and Ripon Road.	NYCC	HBC, Developer(s)	Delivered alongside site development by way of a planning obligation(s)/S278 Agreement or CIL <sup>1</sup>	c£392,800*			Critical	Options for junction improvements have been identified.
38	Local Highway	Harrogate	Prince of Wales roundabout	Refer to Strategic Traffic Assessment <sup>5</sup>	Widening of roundabout on Otley Road, York Place and Leeds Road to accommodate additional traffic flows.	NYCC	HBC, Developer(s)	Delivered alongside site development by way of a planning obligation(s)/S278 Agreement or CIL <sup>1</sup>	c£150,600*			Critical	Options for junction improvements have been identified.
39	Local Highway	Harrogate	Otley Road/Cold Bath Road junction and Otley Road/Pannal Ash Road junction	Refer to Strategic Traffic Assessment <sup>5</sup>	Small amount of widening on Cold Bath Road to increase queuing space and combination of the two junctions with optimised signal timings.	NYCC	HBC, Developer(s)	Delivered alongside site development by way of a planning obligation(s)/S278 Agreement or CIL <sup>1</sup>	c£26,700*			Critical	Options for junction improvements have been identified.
40	Local Highway	Harrogate	Otley Road/Pot Bank junction	Refer to Strategic Traffic Assessment <sup>5</sup>	Replacement of mini roundabout with normal roundabout to add capacity at junction.	NYCC	HBC, Developer(s)	Delivered alongside site development by way of a planning obligation(s)/S278 Agreement or CIL <sup>1</sup>	c£229,400*			Critical	Options for junction improvements have been identified.
41	Local Highway	Harrogate	Wetherby Road/Hookstone Chase junction and Wetherby Road/Railway Road		Signalised junction to be upgraded with MOVA to increase the junctions capacity. Other works to improve capacity include re-alignment works, relocation of pedestrian crossings, introduction of two lanes exiting in and out bound	NYCC	HBC	NYCC capital programme.			0-5 Years	Critical	Junction improvements are planned for fiscal year 2013 - 2014 - these will include addition of MOVA, some re-alignment works, re-designation of some lanes, relocation of pedestrian crossings.
42	Local Highway	Harrogate	A661 Wetherby Road, Harrogate		Traffic signal upgrades/junction improvements on the A661 corridor.	NYCC	DfT, HBC	NYCC & DfT: Harrogate & Knaresborough Local Sustainable Transport Fund.	£450,000	£450,000	0-5 Years	Desirable	Funding committed from Harrogate & Knaresborough Local Sustainable Transport Fund & NYCC Integrated Transport Funding for spend between 2013-2015.
43	Local Highway	Knaresborough	High Street/Gracious Street junction	K2b	Signal timings to be optimised to provide additional capacity.	NYCC	HBC, Developer(s)	Delivered alongside site development by way of a planning obligation.	c£5,000*		0-5 Years	Critical	Options for junction improvements have been identified.
44	Local Highway	Knaresborough	A59/Wetherby Road/Chain Lane junction	Refer to Strategic Traffic Assessment <sup>5</sup>	B6164 realigned to improve the performance of the junction.	NYCC	HBC, Developer(s)	Delivered alongside site development by way of a planning obligation(s)/S278 Agreement or CIL <sup>1</sup>	c£240,500*			Critical	Options for junction improvements have been identified.
45	Local Highway	Knaresborough	Bond End junctions	K2b	Investigation into increasing capacity being conducted by NYCC.	NYCC	HBC, Developer(s)	Delivered alongside site development by way of a planning obligation. NYCC funding. Air Quality Action Plan measures to be developed.			0-5 Years	Critical	Measures to be identified by an Air Quality Management Plan produced by HBC and NYCC. Mitigation is planned as part of the Manse Farm development.
46	Local Highway	Ripon	Ripon City		New visitor signage for key routes and tourist attractions	NYCC	HBC, Ripon City Council, GRIP	Funding from S106 Agreement related to application 11/01947/FULMAJ.	TBC			Required	

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47	Rail	District Wide	Leeds-Harrogate-York railway line		Improvements to the Leeds-Harrogate-York railway line (including potential to park & rail facilities at stations along the Harrogate line).	Network Rail	HBC, NYCC, Harrogate Line Group, Rail Operators	Delivered as part of on-going programme of improvements to the Harrogate line. DfT funding.	TBC	£9.6m Local Transport Board (NYLTB) funding	On-going	Required	An Outline Transport Business Case for improvements to the Harrogate line was published in October 2013. Signalling improvements between Leeds-Harrogate completed by Network Rail (Nov 2012). Signalling Improvements Harrogate-York by Network Rail (2019-2024). NYLTB prioritised to part fund dual tracking of rail line between Knaresborough and Cattal (2018/19).
48	Rail	District Wide	Level crossings at Knaresborough, Oakwood Farm, Kirk Hammerton (Parker Lane) and Cattal	K2b	Possible renewal of level crossings.	Network Rail	HBC, Harrogate Line Group, Rail Operators	Delivered as part of on-going programme of improvements to the Harrogate line. DfT funding.	c£6,000,000		0-5 Years	Desirable	
49	Rail	Knaresborough	Manse Farm	K2b	Provision of a new rail halt.	Network Rail	DfT, HBC, Rail Operators, Developer	Delivered alongside site development by way of a planning obligation.	c£2,595,460 capital cost (including contingency)		5-10 Years	Required	Would require full third party funding, Network Rail approval and separate planning consent, DfT approval and regulatory approval.
50	Rail	Pannal	Pannal railway station	H74a	Improved disabled access and increased parking provision at Pannal railway station.	Network Rail	DfT, HBC, Developer	Delivered alongside site development by way of a planning obligation.	c£200,000		5-10 Years	Required	There is currently no Disability Discrimination Act (DDA) compliant access to platform 2 and the existing car park is reaching capacity.
51	Bus	Harrogate	A661 Wetherby Road, Harrogate		Bus infrastructure improvements.	NYCC	HBC	Harrogate & Knaresborough Local Sustainable Transport Fund.	£50,000	£50,000	0-5 Years	Desirable	Funding committed from Harrogate & Knaresborough Local Sustainable Transport Fund for spend between 2013-2014. Extent of works being determined by NYCC.
52	Bus	Harrogate	Various traffic signals in Harrogate Town		Bus pre-emption improvements.	NYCC	DfT, HBC	NYCC & DfT: Harrogate & Knaresborough Local Sustainable Transport Fund.	£500,000	£500,000	0-5 Years	Desirable	Funding committed from Harrogate & Knaresborough Local Sustainable Transport Fund & NYCC Integrated Transport Funding for spend between 2012-2015. Extent of works being determined by NYCC.
53	Bus	Ripon	Ripon bus and coach station		Improvements to the Ripon bus and coach stations.	HBC	NYCC, bus operators, Ripon City Council, GRIP	Funding from S106 Agreement related to application 11/01947/FULMAJ.	TBC		5-10 Years	Required	
54	Bus	Harrogate	Land West of Cardale Park	H32(3)	Extension of bus service into development site.	Bus operator	Developer	Delivered alongside site development by way of a planning obligation.	TBC		5-10 Years	Required	Feasibility to be determined alongside bus operator.
55	Bus	Harrogate	Land North of Skipton Road	H3021(1)	Extension of bus service into development site.	Bus operator	Developer	Delivered alongside site development by way of a planning obligation.	TBC		5-10 Years	Required	Feasibility to be determined alongside bus operator.

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56	Bus	Harrogate	Land North of Penny Pot Lane	H3(1)	Extension of bus service into development site.	Bus operator	Developer	Delivered alongside site development by way of a planning obligation.	TBC		5-10 Years	Required	Feasibility to be determined alongside bus operator.
57	Bus	Knaresborough	Manse Farm	K2b	Extension of bus service into development site.	Bus operator	Developer	Delivered alongside site development by way of a planning obligation.	TBC		5-10 Years	Required	Feasibility to be determined alongside bus operator.
58	Car Parking	District Wide	Various locations across the District		Replacement of parking equipment.	HBC	NYCC		TBC		TBC	Desirable	
59	Car Parking	Harrogate	Harrogate Town Centre		Enhancements to on-street car parking facilities.	HBC	NYCC		TBC		TBC	Desirable	
60	Car Parking	Ripon & Knaresborough	Ripon & Knaresborough centres		Provision of new/improved car parking facilities in Ripon and Knaresborough.	HBC	NYCC		TBC		TBC	Desirable	
61	Walking	Harrogate	Harrogate Town Centre		Improvements to pedestrian links from bus/rail station to the rest of the town.	NYCC	HBC	Harrogate & Knaresborough Local Sustainable Transport Fund.	£150,000	£150,000	5-10 Years	Desirable	Funding committed from Harrogate & Knaresborough Local Sustainable Transport Fund for spend between 2013-2015. Extent of works being determined by NYCC.
62	Walking	Harrogate	Harrogate Town Centre		Pedestrian improvements between bus/rail station and Harrogate International Centre (HIC).	NYCC	HBC	Harrogate & Knaresborough Local Sustainable Transport Fund.	£95,000	£95,000	5-10 Years	Desirable	Funding committed from Harrogate & Knaresborough Local Sustainable Transport Fund for spend between 2012-2015. Extent of works being determined by NYCC.
63	Walking & Cycling	Harrogate	Harrogate Town Centre		Wayfinding measures (including signing) in the town centre from bus/rail station.	NYCC	HBC	Harrogate & Knaresborough Local Sustainable Transport Fund.	£70,000	£70,000	5-10 Years	Desirable	Funding committed from Harrogate & Knaresborough Local Sustainable Transport Fund for spend between 2013-2014. Extent of works being determined by NYCC.
64	Walking & Cycling	Harrogate	Harrogate Town		Upgrade of signage across the pedestrian/cycling network.	NYCC	HBC	Harrogate & Knaresborough Local Sustainable Transport Fund.	£30,000	£30,000	5-10 Years	Desirable	Funding committed from Harrogate & Knaresborough Local Sustainable Transport Fund for spend between 2014-2015. Extent of works being determined by NYCC.
65	Cycling	Harrogate	Harrogate Town Centre		Improvements to cycling infrastructure in and around the town centre.	NYCC	HBC	Harrogate & Knaresborough Local Sustainable Transport Fund.	£190,000	£190,000	5-10 Years	Desirable	Funding committed from Harrogate & Knaresborough Local Sustainable Transport Fund for spend between 2012-2015. Extent of works being determined by NYCC.
66	Cycling	Harrogate	Harrogate Town Centre		Cycling storage at key locations in the town centre (including bus/rail station).	NYCC	HBC	Harrogate & Knaresborough Local Sustainable Transport Fund.	£30,000	£30,000	5-10 Years	Desirable	Funding committed from Harrogate & Knaresborough Local Sustainable Transport Fund for spend between 2012-2014. Extent of works being determined by NYCC.
67	Cycling	Harrogate	A661 Wetherby Road, Harrogate		Cycling routes to and from Harrogate Town Centre to the Great Yorkshire Showground, the Wetherby Road corridor.	NYCC	HBC	Harrogate & Knaresborough Local Sustainable Transport Fund.	£238,000	£238,000	5-10 Years	Desirable	Funding committed from Harrogate & Knaresborough Local Sustainable Transport Fund for spend between 2012-2015. Extent of works being determined by NYCC.

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68	Cycling	Harrogate	A61, Harrogate	TBC	Provision of off-road cycle route along the A61 between Pannal and Firs Crescent.	NYCC	HBC, Harrogate Cycle Group	External funding opportunities and planning obligation or CIL <sup>1</sup> . Potential for LTP funding in the future.	£90,000		On-going	Desirable	Route identified in Harrogate & Knaresborough Cycling Implementation Plan.
69	Cycling	Harrogate	Otley Road, Victoria Road and Lancaster Road	TBC	Provision of an on/off-road cycle route on Otley Road, Victoria Road and Lancaster Road.	NYCC	HBC, Harrogate Cycle Group	External funding opportunities and planning obligation or CIL <sup>1</sup> . Potential for LTP funding in the future.	£152,000		On-going	Desirable	Route identified in Harrogate & Knaresborough Cycling Implementation Plan.
70	Cycling	Harrogate	Montpellier Hill	TBC	Provision of an off-road cycle route on Montpellier Hill to Victoria Avenue.	NYCC	HBC, Harrogate Cycle Group	External funding opportunities and planning obligation or CIL <sup>1</sup> . Potential for LTP funding in the future.	£30,000		On-going	Desirable	Route identified in Harrogate & Knaresborough Cycling Implementation Plan.
71	Cycling	Harrogate	Between Harrogate and Spofforth to Yorkshire Showground	TBC	Delivery of the off-road National Cycle Network Route from Harrogate to Spofforth.	NYCC	HBC, Harrogate Cycle Group	External funding opportunities and planning obligation or CIL <sup>1</sup> . Potential for LTP funding in the future.	TBC		On-going	Desirable	Route identified in Harrogate & Knaresborough Cycling Implementation Plan.
72	Cycling	Harrogate	Between Longlands to Hornbeam Quarries	TBC	Provision of an off-road cycle route from Longlands to Hornbeam Quarries.	NYCC	HBC, Harrogate Cycle Group	External funding opportunities and planning obligation or CIL <sup>1</sup> . Potential for LTP funding in the future.	£76,000		On-going	Desirable	Route identified in Harrogate & Knaresborough Cycling Implementation Plan.
73	Cycling	Harrogate	Between Almsford Avenue to Hookstone Drive	TBC	Provision of an off-road cycle route from Almsford Avenue to Hookstone Drive.	NYCC	HBC, Harrogate Cycle Group	External funding opportunities and planning obligation or CIL <sup>1</sup> . Potential for LTP funding in the future.	£46,000		On-going	Desirable	Route identified in Harrogate & Knaresborough Cycling Implementation Plan.
74	Cycling	Harrogate	Park Parade, Regent Parade and Mornington Crescent	TBC	Provision of an on-road cycle route on Park Parade, Regent Parade and Mornington Crescent.	NYCC	HBC, Harrogate Cycle Group	External funding opportunities and planning obligation or CIL <sup>1</sup> . Potential for LTP funding in the future.	£15,000		On-going	Desirable	Route identified in Harrogate & Knaresborough Cycling Implementation Plan.
75	Cycling	Harrogate	Studley Road and Coppice Drive	TBC	Provision of an on-road cycle route from the ASDA footbridge to Coppice Drive.	NYCC	HBC, Harrogate Cycle Group	External funding opportunities and planning obligation or CIL <sup>1</sup> . Potential for LTP funding in the future.	£53,000		On-going	Desirable	Route identified in Harrogate & Knaresborough Cycling Implementation Plan.
76	Cycling	Harrogate	Jennyfield Playing Field	TBC	Provision of an on/off road cycle route from Saltergate Drive to Killinghall Moor Country Park	NYCC	HBC, Harrogate Cycle Group	External funding opportunities and planning obligation or CIL <sup>1</sup> . Potential for LTP funding in the future.	£46,000		On-going	Desirable	Route identified in Harrogate & Knaresborough Cycling Implementation Plan.
77	Cycling	Harrogate	Killinghall Moor Country Park	TBC	Provision of an off-road cycle route from St Ethleburghs to Killinghall Moor Country Park.	NYCC	HBC, Harrogate Cycle Group	External funding opportunities and planning obligation or CIL <sup>1</sup> . Potential for LTP funding in the future.	TBC		On-going	Desirable	Route identified in Harrogate & Knaresborough Cycling Implementation Plan.
78	Cycling	Harrogate	Crag lane link to Harlow Moor Road	TBC	Provision of an on/off-road cycle route on Crag lane and a link to Harlow Moor Road.	NYCC	HBC, Harrogate Cycle Group	External funding opportunities and planning obligation or CIL <sup>1</sup> . Potential for LTP funding in the future.	£46,000		On-going	Desirable	Route identified in Harrogate & Knaresborough Cycling Implementation Plan.

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79	Cycling	Harrogate	Between Cow Dyke to Knox	TBC	Provision of an off-road cycle route from Cow Dyke to Knox.	NYCC	HBC, Harrogate Cycle Group	External funding opportunities and planning obligation or CIL <sup>1</sup> . Potential for LTP funding in the future.	£46,000		On-going	Desirable	Route identified in Harrogate & Knaresborough Cycling Implementation Plan.
80	Cycling	Harrogate	Between Ebor Rise to Harlow Moor Road via Valley Gardens	TBC	Provision of an on/off-road cycle route on Ebor Rise, through Valley Gardens to Harlow Moor Road.	NYCC	HBC, Harrogate Cycle Group	External funding opportunities and planning obligation or CIL <sup>1</sup> . Potential for LTP funding in the future.	£10,000		On-going	Desirable	Route identified in Harrogate & Knaresborough Cycling Implementation Plan.
81	Cycling	Harrogate	Penny Pot Lane	TBC	Provision of an off-road cycle route along Penny Pot Lane.	NYCC	HBC, Harrogate Cycle Group	External funding opportunities and planning obligation or CIL <sup>1</sup> . Potential for LTP funding in the future.	£76,000		On-going	Desirable	Route identified in Harrogate & Knaresborough Cycling Implementation Plan.
82	Cycling	Knaresborough	Abbey Crags bridleway	TBC	Provision of an off-road cycle route along Abbey Crags bridleway.	NYCC	HBC, Harrogate Cycle Group	External funding opportunities and planning obligation or CIL <sup>1</sup> . Potential for LTP funding in the future.	£38,000		On-going	Desirable	Route identified in Harrogate & Knaresborough Cycling Implementation Plan.
83	Cycling	Knaresborough	York Place	TBC	Provision of an on-road cycle route on York Place.	NYCC	HBC, Harrogate Cycle Group	External funding opportunities and planning obligation or CIL <sup>1</sup> . Potential for LTP funding in the future.	£38,000		On-going	Desirable	Route identified in Harrogate & Knaresborough Cycling Implementation Plan.
84	Cycling	Knaresborough	York Lane and Manor Drive	TBC	Provision of an on-road cycle route on York Lane and Manor Drive.	NYCC	HBC, Harrogate Cycle Group	External funding opportunities and planning obligation or CIL <sup>1</sup> . Potential for LTP funding in the future.	£46,000		On-going	Desirable	Route identified in Harrogate & Knaresborough Cycling Implementation Plan.
85	Cycling	Knaresborough	Raw Gap	TBC	Provision of an off-road cycle route along Raw Gap.	NYCC	HBC, Harrogate Cycle Group	External funding opportunities and planning obligation or CIL <sup>1</sup> . Potential for LTP funding in the future.	£61,000		On-going	Desirable	Route identified in Harrogate & Knaresborough Cycling Implementation Plan.
86	Cycling	Knaresborough	The old railway line past Sweet Bits Farm	TBC	Provision of an off-road cycle route along the old railway line past Sweet Bits Farm.	NYCC	HBC, Harrogate Cycle Group	External funding opportunities and planning obligation or CIL <sup>1</sup> . Potential for LTP funding in the future.	£100,000		On-going	Desirable	Route identified in Harrogate & Knaresborough Cycling Implementation Plan.
87	Cycling	Knaresborough	High Street	TBC	Provision of an on-road cycle route on Knaresborough High Street.	NYCC	HBC, Harrogate Cycle Group	External funding opportunities and planning obligation or CIL <sup>1</sup> . Potential for LTP funding in the future.	£91,000		On-going	Desirable	Route identified in Harrogate & Knaresborough Cycling Implementation Plan.
88	Cycling	Knaresborough	High Bond End, Coverdale Drive, Scotch George Lane, Scriven Road, Greengate and Bar Lane	TBC	Provision of an on/off-road cycle route on High Bond End, Coverdale Drive, Scotch George Lane, Scriven Road, Greengate and Bar Lane.	NYCC	HBC, Harrogate Cycle Group	External funding opportunities and planning obligation or CIL <sup>1</sup> . Potential for LTP funding in the future.	£68,000		On-going	Desirable	Route identified in Harrogate & Knaresborough Cycling Implementation Plan.
89	Cycling	Knaresborough	The Spinney	TBC	Provision of an on-road cycle route on The Spinney to Malham Way.	NYCC	HBC, Harrogate Cycle Group	External funding opportunities and planning obligation or CIL <sup>1</sup> . Potential for LTP funding in the future.	£61,000		On-going	Desirable	Route identified in Harrogate & Knaresborough Cycling Implementation Plan.

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90	Cycling	Knaresborough	Chain Lane between Eastfield and The Spinney	TBC	Provision of an on-road cycle route on Chain Lane between Eastfield and The Spinney.	NYCC	HBC, Harrogate Cycle Group	External funding opportunities and planning obligation or CIL <sup>1</sup> . Potential for LTP funding in the future.	TBC		On-going	Desirable	Route identified in Harrogate & Knaresborough Cycling Implementation Plan.
91	Open Space, Sport & Recreation	District Wide	All residential developments	All	Provision of on-site open space in line with the quantity standards set out in the Provision for Open Space SPD.	HBC	Developer(s)	Delivered as part of site development by way of a planning obligation.	Not costed.		On-going	Required	Details of the standards and costs can be found in the Provision for Open Space SPD. Requirement determined on a case by case basis.
92	Open Space, Sport & Recreation	District Wide	All residential developments	All	Contributions towards the provision and/or enhancement of off-site open space in line with the quantity standards set out in the Provision for Open Space SPD.	HBC	Developer(s)	Delivered as part of site development by way of a planning obligation or CIL <sup>1</sup> .	c£3,000,000		On-going	Required	Details of the standards and costs can be found in the Provision for Open Space SPD. Requirement determined on a case by case basis
93	Community Facilities	District Wide	All residential developments	All	Contribution towards the provision and/or enhancement of village halls in line with the quantity standards set out in the Provision for Village Halls SPD.	HBC	Developer(s)	Delivered as part of site development by way of a planning obligation or CIL <sup>1</sup> .	c£1,200,000		On-going	Required	Details of the standards and costs can be found in the Provision for Village Halls SPD. Requirement determined on a case by case basis

**Notes:**

<sup>1</sup> The Council is looking to introduce the Community Infrastructure Levy (CIL) which will make an important contribution towards the costs of delivering infrastructure. The Infrastructure Schedule identifies those projects that could benefit from CIL funding, either in whole or in part, once the CIL is adopted by the Council based on the Draft Regulation 123 List prepared in support of the Draft Charging Schedule in October 2013.

<sup>2</sup> It is important to note that costs are estimates and may vary depending on the details of the scheme and are likely to increase over the plan period.

<sup>3</sup> Phasing is based on three time periods related to the plan period of 2009-2024. Therefore 0-5 years relates to the period 2009-2013, 5-10 years to 2014-2018 and 10+ years to 2019 onwards.

<sup>4</sup> Infrastructure schemes have been graded in order of priority:

Critical = Infrastructure that is essential to support a major urban extension allocation, groups of allocation sites, or the growth of the District overall;

Required = Infrastructure that is required to support individual allocation sites;

Desirable = All other infrastructure that is of benefit to communities but not necessarily required to support planned growth in the District. "

<sup>5</sup> The Strategic Traffic Assessment of Development Growth in Harrogate and Knaresborough: 2009 to 2024 was published in November 2013 as part of the evidence base for the Sites & Policies DPD and is available on the Council's website.

\* The estimated costs shown for local highways works identified in the The Strategic Traffic Assessment of Development Growth in Harrogate and Knaresborough were developed by the consultants Jacobs as part of their work on the traffic assessment.