

Harrogate District Local Plan: Infrastructure Delivery Plan Submission Update



August 2018

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Infrastructure Delivery Plan 2018

1 Introduction

- 1.1** The Infrastructure Delivery Plan (IDP) establishes what additional infrastructure and service needs are required to support the level of development proposed in the Harrogate District Local Plan. The IDP will help ensure that the additional infrastructure and services that are needed are identified and delivered in a timely, co-ordinated and sustainable way.
- 1.2** For a Local Plan to be considered 'sound' at examination, the Plan must be effective, which includes that it should be deliverable over the period it covers. Local planning authorities should ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion.
- 1.3** The national [Planning Practice Guidance](#) (PPG)⁽¹⁾ provides guidance on how infrastructure needs should be identified through a Local Plan. This states that, for at least the first five years of a plan, infrastructure needs should be identified with detail on how it will be funded and how this fits with the phasing of development in the Local Plan. It goes on (paragraph 018⁽²⁾) 'The detail concerning planned infrastructure provision can be set out in a supporting document such as an infrastructure delivery programme that can be updated regularly. However the key infrastructure requirements on which delivery of the plan depends should be contained in the Local Plan itself.'
- 1.4** Planning for infrastructure is a continuous and iterative process and information on infrastructure requirements and delivery will change over the course of preparing the Local Plan. The IDP is, therefore, a 'live' document that will be updated at appropriate stages during the plan making process and beyond. To date, the preparation of the IDP has progressed in the following manner:
- [Stage 1 Report](#) (June 2015)⁽³⁾ - this was a baseline report establishing the current infrastructure position and identifying any shortfalls
 - [Stage 2 Report](#) (July 2016)⁽⁴⁾ - provided an infrastructure based appraisal of three development scenarios based on the Local Plan growth options
 - [Stage 3 Report](#) (October 2016)⁽⁵⁾ - set out the specific infrastructure and service requirements of the council's preferred growth strategy and development site allocations in the Draft Local Plan based on discussions with infrastructure and service providers. It was published as part of the evidence base for the Draft Local Plan.
 - [Stage 3 Update Report](#) (January 2018)⁽⁶⁾ - provides update of the October 2016 report setting out the specific infrastructure and service requirements of the council's preferred growth strategy and development site allocations in the Draft Local Plan based on discussions with infrastructure and service providers. It was published as part of the evidence base for the Publication Draft Local Plan.
- 1.5** The purpose of this report is to further update the work that has been ongoing since the Stage 3 Update. As with previous iterations, it draws together the latest evidence and information available to the council with regards to identifying the key site specific infrastructure requirements for the site allocations included in the Local Plan. These are also reflected in the updated schedule of infrastructure requirement.

1 For further information see <https://www.gov.uk/government/collections/planning-practice-guidance>

2 ID: 12-018-20140306

3 For further information see www.harrogate.gov.uk/downloads/file/267/infrastructure-capacity-study-baseline-report-june-2015

4 For further information see www.harrogate.gov.uk/downloads/file/2083/infrastructure-capacity-study-stage-2-october-2016

5 For further information see www.harrogate.gov.uk/evidencebase

6 For further information see www.harrogate.gov.uk/downloads/file/274/infrastructure-delivery-plan-draft-january-2018

1 Introduction

- 1.6** It is important to note that the IDP is a mechanism to identify the future infrastructure requirements of development proposed in the District Local Plan. It does not seek to address existing deficiencies in infrastructure provision although there may be circumstances where supporting growth might be most effectively achieved through upgrading of existing facilities, for instance extending existing schools.

2 Local Plan Context

Publication District Local Plan

- 2.1** The Stage 3 IDP Update was published alongside the Publication Draft District Local Plan, which was subject to consultation during January and February 2018.
- 2.2** To ensure that the District Local Plan was based on the most up to date evidence, and as part of preparation of the Publication Draft Local Plan, in 2017 the council undertook a review of both the housing and employment land requirements. The [Housing and Economic Needs Assessment](#) (HEDNA)⁽⁷⁾ concluded that as a result of changes to the demographic starting point, plus increased economic growth prospects, the objectively assessed need for new homes was 669 homes per year. Over the plan period this equates to a minimum provision of 14,049 homes, an increase of some 2,200 homes over that previously planned for in the Draft District Local Plan. Similarly, the increased economic growth prospects resulted in a need to provide for a greater amount of employment land.
- 2.3** To address the updated evidence base on the need for new homes and jobs in the district over the plan period, an Additional Sites consultation was undertaken in July and August 2017. Of relevance to the IDP this included:
- Additional draft allocations needed to meet revised forecasts of housing and employment needs;
 - Draft allocations in Killinghall, Pannal, North Stainley and Boroughbridge to meet educational needs;
 - Preferred location for a new/expanded settlement in the Green Hammerton area.
- 2.4** The Publication District Local Plan, therefore, reflect the updated evidence base on housing and employment needs. It makes provision for a total of 16,077 dwellings over the plan period and 38 hectares of employment land. The Infrastructure Schedule reflects these updated housing and employment requirements.
- 2.5** The council's strategy for infrastructure planning in the Publication District Local Plan is to optimise existing infrastructure, directing development to the most sustainable locations, reducing the need to travel to access services and facilities and seeking the delivery of new infrastructure in a timely manner where required to support development (Objective 4, Policies GS1 and TI4).

New Settlement Development Plan Document

- 2.6** In respect of the location for a new settlement, having reviewed the most up to date evidence (including additional material provided by the various site promoters) alongside wider feedback to the Additional Sites consultation, the council concluded that the optimum approach to ensure the best possible place making solution for the future would be to continue to focus on the Green Hammerton option, but introduce additional flexibility to enable full consideration of adjoining land which had also been promoted as a new settlement and for the Local Plan to identify a broad location for a new settlement in the Green Hammerton/Cattal area rather than allocation of a specific site.
- 2.7** Whilst the District Local Plan will provide the strategic policy context for development of a new settlement the council has started to undertake work on the preparation of a separate Development Plan Document (DPD) to consider and define the detailed site boundaries and detailed planning of the new settlement.

⁷ For further information see www.harrogate.gov.uk/downloads/file/2048/housing-and-economic-development-needs-assessment-2018

2 Local Plan Context

- 2.8** The DPD will be supported by the preparation of a separate Infrastructure Delivery Plan to help determine future infrastructure requirements in more detail with input from key stakeholders.

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3 Engagement with Infrastructure & Service Providers

Methodology

3.1 To prepare the IDP two approaches were taken.

Infrastructure providers

3.2 Discussions and meetings have taken place with a variety of infrastructure providers to gain an updated understanding of what infrastructure is needed. Individual meetings were held with Northern Powergrid, Northern Gas, Yorkshire Water, North Yorkshire County Council (NYCC) (education) and health providers (Harrogate and Rural Clinical Commissioning Group (CCG), Harrogate NHS and NYCC) during April and May 2017. A meeting with Network Rail and the train operating company (Northern) was held in August 2017.

3.3 These meetings gave an opportunity to discuss the specific infrastructure requirements of the preferred growth strategy and site allocations, any changes to infrastructure requirements and investment projects and proposals programmed to take place that could impact on the development allocations.

3.4 At Stage 3, the infrastructure required to mitigate the impacts of development was assessed at a relatively high level. Utility providers (electricity, gas and water/foul drainage) undertook a high level capacity check of their respective networks to identify any gaps in infrastructure to support the planned growth or reinforcement works required to ensure supply to specific sites and an estimated cost for these works. However, they indicated that in order to provide more detailed information on the requirements of each draft allocation site they required the site promoters to make a development enquiry.

3.5 Information was received from the Clinical Commissioning Group and NYCC as part of the Preliminary Draft Charging Schedule Consultation in May 2018 and liaison with NYCC Education has been continuous as part of individual site discussions.

Site developers/promoters

3.6 Meetings were held with the site developers/promoters of proposed allocations in the Local Plan to discuss the progress being made in bringing sites forward for development.

3.7 In line with the advice given by utility providers (see above) the site developers/promoters were encouraged to submit development enquiries in respect of electricity, gas, water supply and foul drainage to establish in more detail site specific infrastructure requirements and the timing and costs of this. They were also encouraged to contact NYCC education to ascertain the likely requirements in respect of primary and/or secondary school provision for their site.

3.8 Not all site promoters submitted development enquiries or made available to the council the information received. Where site promoters have provided this information it has been used to update the infrastructure schedule where appropriate.

3 Engagement with Infrastructure & Service Providers

Infrastructure Schedule

- 3.9** The infrastructure schedule identifies the infrastructure needs that will underpin the implementation of the Local Plan growth strategy (as contained in the Harrogate District Local Plan Submission Draft) from individual larger sites or cumulatively across a number of sites in the same area.
- 3.10** The schedule sets out the lead agencies that would be involved in implementation, an overview of the risks and contingencies associated with each project and, where known, delivery timescales and potential sources of funding.
- 3.11** As referenced earlier, planning for infrastructure changes over time and it should be noted that service providers usually have their own future plans, which are generally for different timeframes to the Local Plan, often only planning for three to five years ahead. Whilst longer term requirements can be included where funding has been agreed it is not realistic to have a detailed infrastructure programme for 15 or 20 years ahead as models of service provision or delivery may change a number of times over the period.

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4 Utilities and Environment

4.1 This section provides an update in respect of the following utilities infrastructure: gas; electricity; and water infrastructure.

Gas

4.2 Information from Northern Gas Networks (NGN) and/or pre-development enquiries is that for the majority of site allocations there is sufficient capacity on the low or medium pressure gas infrastructure to serve development, although some sites will require reinforcement. These works would be considered to fall within the range of normal site development costs.

4.3 Three sites are affected by gas infrastructure which may require diverting as follows:

- Site H16 in Harrogate and BW10 in Birstwith are affected by medium pressure pipes within the site boundaries and either diversion works or reductions in development yield may be required to accommodate the required stand-off distances from buildings.
- Site H49 in Harrogate potentially affects a High-Pressure Main, possibly requiring diversion. The pipe needs a 40ft easement (20ft either side) but could be located under an access road or part of green space.

4.4 None of the works identified are considered to represent a risk to delivery of the development of individual sites.

Electricity

4.5 Northern Powergrid (NPG), as the Distribution Network Operator covering Harrogate District, have a duty to supply electricity to sites and have confirmed that demand from development which requires infrastructure work outside of their planned programme would be met.

4.6 The completion of a new sub-station in west Harrogate has helped ensure there is long-term capacity for growth in the Harrogate and Knaresborough area.

4.7 No strategic issues have been identified and information from NPG and/or pre-development enquiries is that there is sufficient capacity in the electricity network. For the majority of site allocations connections can be made to existing supplies although larger sites will require one or more new sub-stations. NPG confirmed that there are various cost options for supplying a site which they discuss with developers and there may be instances when NPG will contribute if improvements will help with capacity issues elsewhere.

4.8 The provision of electricity is a necessary infrastructure element but on the basis of the latest available information is not considered to be a risk to development.

Water Infrastructure

4.9 Yorkshire Water operate through Asset Management Plans for five-year periods. The current plan AMP6 runs from 2015 to 2020 (this takes into account the level and distribution of growth outlined in the 2009 Harrogate District Core Strategy). Yorkshire Water have commenced preparation of AMP7 covering the period 2020 to 2025.

4.10 Investment in AMP7 will be set to maintain the existing water supply and sewerage network, and will follow demand for committed development with consideration for expected growth within published Local Plans. Yorkshire Water has a statutory duty to serve the identified development sites and will comprehensively assess infrastructure implications as part of the AMP process.

4 Utilities and Environment

4.11 Key water supply issues for the main urban area and surrounding settlements are:

- Harrogate - locating large numbers of houses on the western side of Harrogate would require major reinforcement of the water supply networks (including pumping stations, storage) involving extensive work through the town centre. The detail, including costs, of any works required would require investigative work.
- Ripon - the current network cannot sustain the extra demand arising from development enquiries in the town (this includes speculative developments in addition to the allocated sites). This requires investigation works and implementation of remedial schemes to supply the extra demand. Whilst connections may be available to service sites, they may not be able to connect until the investigatory works are complete.

4.12 Key sewerage issues for the main urban area and surrounding settlements are as follows:

- Harrogate
 - the sewerage network would require significant reinforcement as sites that have gained permission over the last few years have used up much of the available capacity. As with water supply, no investigative work has been undertaken as to what works would be required.
 - for sites draining to Harrogate North Waste Water Treatment Works (WwTW) capacity can be made available but development should be phased to ensure that any necessary works to the WwTW (which would be post 2020) can be undertaken in a timely way to serve the developments. Issues for Sites H49, H56, H63 and H65 remain as identified in the Stage 3 Report.
 - for sites draining to Harrogate South WwTW there is adequate capacity at the receiving works. Issues for Sites PN14, H21/H48, H36/H70, H46 and H51 remain as identified in the Stage 3 Report.
- Boroughbridge
 - it is likely that the WwTW and the sewerage networks will require some reinforcement.

Green Hammerton/Cattal Broad Location for Growth

4.13 Whilst villages in the vicinity of the site are served by utilities (electricity, water and waste water) these do not have the capacity to serve the scale of development that could ultimately be delivered by a new settlement and, as outlined in the Stage 3 report, significant reinforcement of these utility networks will be required. There is currently no gas supply in the area. If provision for gas is to be made, this would require the installation of new infrastructure with practical and logistical issues to be overcome. Whilst these are not insurmountable, there would be major costs and long lead in times in providing this connection.

4.14 More detailed assessment of the infrastructure requirements and costs will be undertaken as part of the development of the New Settlement DPD.

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5 Community Services and Facilities

- 5.1** This section provides an update on health and education infrastructure following discussions with the relevant service providers. There has been no change to the position/requirements of other community service infrastructure as set out in the Stage 3 Update report.

Health

- 5.2** Health care provision across the district is undergoing change. Provision is moving to a New Care Model with Community Care Teams providing integrated care and bringing together primary, community, acute, mental health and social care services locally. Information from the Harrogate and Rural District Clinical Commissioning Group (CCG) is that the need is for the establishment of three Community Care Teams based in Harrogate, Knaresborough and Ripon. The growth in the more rural populations of Nidderdale and Boroughbridge will be serviced by a 'virtual hub' based in current practice buildings however there will be a need to redesign and modify these premises.
- 5.3** The revenue costs of additional GP/support staff would be funded through normal NHS channels as this is based on population numbers. However, there will be capital costs associated with the provision of increased space (extension/development of current premises or new premises) to accommodate the additional staff. However, because of the way health services are organised it is not possible to allocate infrastructure requirements to individual site developments. As the council is starting to progress CIL, there may be opportunities to use funding from this source towards capital funding of new health infrastructure.

Education

- 5.4** The County Council have provided updated information on primary and secondary school capacity.

Primary

- 5.5** There is currently no, or very limited, capacity in Harrogate, Knaresborough, Ripon, Boroughbridge, Masham, Birstwith, Burton Leonard, Green Hammerton, North Stanley, Pannal, Spofforth and Tockwith Primary Schools.
- 5.6** Additional school provision will, therefore, be required as part of growth proposals to accommodate the pupils generated by development of the allocated sites. The Infrastructure Schedule provides detailed requirements for individual schools. These are cumulative impacts and the requirement from specific sites will depend on when a planning application for development is submitted. It is expected that provision will be funded through a mix of NYCC's capital programme and developer contributions.
- 5.7** The Stage 3 report highlighted specific issues at primary schools within the district in accommodating the additional pupils generated by the Local Plan site allocations. An update on these issues is as follows:
- Killinghall - a site adjoining the primary school was originally proposed as an allocation for education provision in the Publication Draft Local Plan. Outline Permission for housing at Manor Dairy Farm, Crag Lane has now been granted and includes provision for a school car park. NYCC Education have sought to maximise capacity on the existing primary school site through the provision of three additional classrooms. The planning application for the additional classrooms was approved in May 2016 with two of the classrooms being completed in summer 2017. Phase 2 of the development, including a third classroom, is to be added at a later date. Further draft allocations in the Killinghall catchment have yet to come forward, however NYCC have confirmed that the needs

5 Community Services and Facilities

generated from these developments can be accommodated through a combination of Killinghall School and other schools in the wider area, particularly those at the edge of the Killinghall area that are within the development limit for the urban expansion of Harrogate town.

- North Stainley - the Local Plan has identified a site allocation to facilitate the relocation of the primary school from its current constrained location
- Pannal - site proposed as allocation to facilitate additional primary school provision

Secondary

- 5.8** Housing growth in Boroughbridge and its wider catchment area means that there will be a need for additional secondary school capacity to meet the demand for places arising from the planned growth. However, the ability of Boroughbridge High School to expand is constrained by the limitations of the current school site. The Local Plan proposes a site allocation to facilitate additional secondary school provision however NYCC Education have confirmed that expansion will take place on the existing school playing fields and the allocation will be used to compensate for their loss.

6 Travel and Transport

Rail

- 6.1** Since the Stage 3 Report, the programme of planned investment in improvements to the Leeds-Harrogate-York rail line has been revised. The proposed scheme of improvements originally included creating a continuous double track line between Cattal and Knaresborough and doubling the frequency of rail services between York and Harrogate to two trains per hour by 2019. Improvements to service frequency between Harrogate and Leeds to four trains per hour originally formed part of the 'ask' to be delivered but now forms part of the revised Northern franchise requirements. This increase in frequency was intended to be introduced during 2018 but due to a complications across the northern rail network any frequency enhancement is not likely to occur until 2019. ⁽⁸⁾
- 6.2** In 2017, a review of Network Rail budgets led to the deferral of the re-signalling of the Harrogate to York line. Whilst this has meant the original scheme of improvements could not be taken forward, NYCC together with Network Rail and Northern have refined the proposals. The outcome of facilitating two trains per hour between Harrogate and York can be achieved through a revised scheme of signalling and turnout speed improvements at Cattal and Hammerton. The project is progressing through LEP funding processes and the Network Rail GRIP stages with improvements scheduled to be implemented by the end of 2020. At the time of writing the final scheme is not known in detail however the key output of the work is to enable trains to be operated twice hourly in each direction between Harrogate and York.
- 6.3** Outwith the above planned programme of improvements, the council has been engaged in ongoing dialogue with Network Rail and Northern regarding the impact of planned growth on the rail network and service provision across the district.
- 6.4** A number of the Local Plan allocations are in locations where development may have an impact on the operation of level crossings in the vicinity of the site through increased traffic at the level crossing. Network Rail's preferred solution would be the elimination of crossings. The impact of development on the use of level crossings will require consideration as part of a Transport Assessment and, if required, the identification of appropriate mitigation measures. As yet none of the Local Plan allocations have advanced to a stage where the impact of development on a level crossing(s) is known in sufficient detail or any mitigation measures have been identified.
- 6.5** The Green Hammerton/Cattal broad location for growth is served by two rail stations (Cattal and Hammerton). Initial consideration had been given to the opportunity for the development of a new rail station to provide an interchange to serve the new settlement. However, adding a new station anywhere is problematic and would present logistical issues as well as being costly with a long lead in time. Following discussion with Network Rail and Northern improving the existing stations would, on balance, be preferable to delivering a new station because of uncertainty over delivery. Further work to determine the improvements required to serve future growth in this area being mindful of level crossing impact, will be undertaken as part of the IDP to accompany the New Settlement DPD.

8 These improvements were to be undertaken alongside Network Rail's planned re-signalling of the line.

6 Travel and Transport

Road

Strategic Highways

- 6.6** A1(M) Junction 47, which connects the Strategic Road Network (SRN) with the Local Highway Network (LHN) (A59), is a key junction in both Harrogate District and North Yorkshire. It has been identified through planning applications, Local Plan traffic modelling and by the York, North Yorkshire, East Riding Local Enterprise Partnership (LEP) and other bodies as a constraint to development and economic activity in the area. The junction already exhibits peak hour queues and delays, with standing traffic sometimes extending onto the A1(M) mainline, representing a risk to safety.
- 6.7** A junction improvement scheme has been funded by the LEP (the LEP scheme) and is due to commence during in 2018. The LEP scheme together with upgrades proposed as development mitigation for the Flaxby Green Park development (up to 53,882sqm of B use class development to the south west of the junction) provides an interim solution to the immediate safety issues and capacity constraints presented by committed development. However, further improvement works will be required to adequately mitigate the flows arising from the Local Plan growth strategy.
- 6.8** Improvements to Junction 47 in order to meet the full, cumulative local plan growth are critical and HBC has been working in partnership with Highways England, the LEP and NYCC to undertaken a joint study to identify mitigation measures and implementation timing. The completion of a series of junction capacity assessments has demonstrated that there is an acceptable junction design that will mitigate the predicted (2035) impact of the Local Plan growth at Junction 47 and the adjacent A168 junction
- 6.9** The full report of this work and mitigation design has been published separately and is available on the Local Plan evidence base page of the website.

Harrogate Relief Road Review

- 6.10** NYCC is considering the justification for intervention in Harrogate and Knaresborough to address congestion. One option examines the case for a relief road across a number of potential alignment options, these being: North of Harrogate and Knaresborough, to the west of Harrogate and two potential routes between Harrogate and Knaresborough. In addition to potential relief road alignments there has also been consideration of the case for and effectiveness of sustainable transport and demand management measures across Harrogate and Knaresborough either as stand alone measures or complementary measures to a possible relief road.
- 6.11** The initial study considered a number of measures and two of the packages of measures, namely Package B: demand management and behavioural change and Package E: relief road, highway operational improvement plus sustainable transport measures with urban realm improvements, assessed as being the best performing. In December 2017, NYCC committed to undertaking a detailed study of these options, which is expected to be completed by the end of 2018.
- 6.12** It should be noted that the delivery of the identified growth in the District Local Plan is not dependent on the construction of a Harrogate relief road and no funding is currently allocated to deliver such infrastructure.

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Local Highways

- 6.13** The cumulative traffic impacts of all proposed local plan site allocations have been assessed using the Harrogate District Traffic Model. The model was commissioned jointly by HBC and NYCC and has been used to support the development of the local plan. A report was published by HBC Council alongside its Draft Local Plan in November 2016. As the site options have been refined, further modelling work has been undertaken. The full report of this work and mitigation measures has been published separately and is available on the Local Plan evidence base page of the website.
- 6.14** On the local highway network, the traffic model has been used to identify junctions which will operate at over capacity in 2035 under assumed local plan site allocations. This has identified that some junctions mainly along the major access routes into Harrogate, Knaresborough and Ripon are reaching their capacity limits once new developments are introduced.
- 6.15** Mitigation measures have been investigated and developed for almost all of these junctions in order to increase network capacity and ensure that future local plan growth can be accommodated. These junctions are included in the infrastructure schedule. Some relate to traffic signal amendments, which are relatively low cost, others include some localised widening of junctions within the highway boundary. There are also four junctions likely to require land outside the highway boundary. Where appropriate, the suggested mitigation measures have been attributed to the allocated sites included in the Local Plan

7 Funding and Delivery

7 Funding and Delivery

Funding

7.1 Infrastructure requirements will be funded by a variety of different mechanisms. Key sources of funding over which the planning system can have a direct influence are:

- Community Infrastructure Levy (CIL) - the Regulation 123 list identifies the infrastructure that can be funded in whole or in part through CIL. The Council is in the process of preparing CIL for the Harrogate District with a consultation on the Preliminary Draft Charging Schedule (PDCS) carried out in May/June 2018 and consultation on the Draft Charging Schedule planned for early 2019. ⁽⁹⁾
- Section 106 Agreements
- Planning Conditions - these are the main mechanisms for the provision of essential on site requirements and critical infrastructure and include highway infrastructure agreements, mainly those covered by Section 38 and Section 278 of the Highways Act 1980, which provide discretionary powers for the highway authority to enter into an agreement with a development to adopt a new highway or improve the existing highway.

7.2 Whilst it is expected that most, if not all, of the site specific infrastructure identified in the ICS schedule will be able to be funded by the above mechanisms other sources of funding will be available over the plan period. These could include:

- Direct funding by statutory undertakers under their legal obligations and statutory functions. This would include utility and telecommunication companies where their investment budgets are drawn from customer charges, education providers where funding is received from the government to ensure that sufficient pupil places in all schools
- Central government funding pots
- Economic growth funding (through the LEPs)
- Private sector funding

7.3 The latter three are most likely to be directed to strategic infrastructure.

7.4 Any costs that are identified in this report are based on the best available information at the time of publication, and may be subject to change at a later stage.

Delivery

7.5 Due to funding constraints it may not be possible to secure the delivery of all the infrastructure identified. As such, some element of prioritisation of infrastructure provision is necessary depending on the degree to which it is required to deliver development.

7.6 Each infrastructure project has, therefore, been categorised into one of the following:

- Critical - fundamental to delivery of vision, objectives and policies of the Local Plan. Without it development may not be able to commence

⁹ The PDCS documentation can be viewed at www.harrogate.gov.uk/planning-policy-guidance/community-infrastructure-levy

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- Necessary - important to deliver specific schemes but precise timing is less critical and development may be able to commence ahead of its provision
- Important - would enhance effectiveness, efficiency and quality of infrastructure. Desirable to build sustainable communities, but timing and phasing is not critical over the plan period

7.7 It is also possible that the prioritisation of specific elements of infrastructure may change over time i.e. move from 'important' to 'critical'.

Appendices

Infrastructure Delivery Schedule 1

Appendix 1 Infrastructure Delivery Schedule

Harrogate District Local Plan Infrastructure Delivery Plan

Infrastructure Project	Location	Short Term 2014-2019	Medium Term 2019-2024	Long Term 2024-2034	Trigger(s) for Timing of Delivery	Delivery Lead	Delivery Partners and Stakeholders	Indicative Cost (£)	Delivery Mechanism/ Funding Source	Prioritisation 1 - Critical 2 - Necessary 3 - Important	Contributing Sites	Comments (including risks and contingencies)
Highways - Strategic Road Network												
Junction 47 Upgrade	A1(M) Junction 47	x	x	x	Related to completion of certain number of homes at the new settlement. Exact quantum to be determined as part of preparation of New Settlement DPD	NYCC	Highways England, LEP, HBC, New Settlement developer(s)	£13 - £20.5m	Developers, External funding	1	New Settlement, K25	Interim improvements identified and secured (LEP Local Growth Fund commitment to fund scheme with start implementation of 2017/18 and development mitigation improvement works for Flaxby Green Park development)
Highways - Local Road Network ⁽¹⁾												
Woodlands junction improvement	South Harrogate			x	To be confirmed	NYCC	HBC	£5m	LEP, developers	1		CPO may be required (HBC or NYCC)
Leeds Road M&S junction upgrade	South Harrogate		x		Planning applications for sites north of Pannal	NYCC	NYCC, HBC	£250,000	Developers	1		
Station Road, Pannal/A61 junction upgrade	Pannal		x		Planning applications for sites north of Pannal	NYCC	NYCC, HBC	£2m	Developers	1		CPO may be required (HBC or NYCC)
Otley Road/Crag Lane junction upgrade	West Harrogate	x			Sites coming forward in west Harrogate area	NYCC, developer	NYCC, developers	£284,000	Developers	1		CPO may be required (HBC or NYCC)
Pot Bank Roundabout realignment	West Harrogate		x		Planning application predicting exceedance of junction capacity	NYCC, developer	NYCC, developers	£1.5m + land value	Developers	1		
Kestrel roundabout	South Harrogate		x		Related to completion of certain number of homes at the new settlement. Exact quantum to be determined as part of preparation of New Settlement DPD	NYCC	Developers	£114,000	Developers	1		
A68/B6164/Wetherby Road junction improvement	Knaresborough		x		Planning application predicting exceedance of junction capacity	NYCC	Developer	£153,000	Developers	1		

Infrastructure Project	Location	Short Term 2014-2019	Medium Term 2019-2024	Long Term 2024-2034	Trigger(s) for Timing of Delivery	Delivery Lead	Delivery Partners and Stakeholders	Indicative Cost (£)	Delivery Mechanism/ Funding Source	Prioritisation 1 - Critical 2 - Necessary 3 - Important	Contributing Sites	Comments (including risks and contingencies)
A59 Roundabout to provide access to K25	Knaresborough		x		Prior to build out of site K25	NYCC	NYCC, developer	£1.6m	Developers/LEP	1		
A59/B6164/Chain Lane junction improvements	Knaresborough		x		Planning application predicting exceedance of junction capacity	NYCC, developer	NYCC, developer	£215,000	Developers	1		
Clocktower junction	Ripon		x		Delivery dependent on timing of contributing sites	NYCC	Developers	£200,000	Developers	1		
North Street/Coltsgate Hill improvements	Ripon		x		Delivery dependent on timing of contributing sites	NYCC	Developers	£200,000	Developers	1		Mitigation still to be established (may not be required if model has over estimated the calling of the eastern signal)
Westgate/Blossomgate Signal Installation	Ripon		x		Delivery dependent on timing of contributing sites	NYCC	Developers	£250,000	Developers	2		Potentially not required but depending on detailed analysis through the Transport Assessment process signals may be required.
High/Low Skellgate junction reconfiguration			x		Delivery dependent on timing of contributing sites	NYCC	Developers	£200,000	Developers	1		
Public Transport												
Rail line improvements	Harrogate - York		x		Not dependant on Local Plan	Network Rail	NYCC, LEP, Northern	£12,500,000	LEP, NYCC, Network Rail	2		The scheme of improvements is currently being progressed. Implementation is programmed for before 2020 and is subject to a successful bid for LEP funding
Station improvements	Cattal and Hammerton			x	Actual timing to be agreed through further discussion with Network Rail and Northern	Network Rail	HBC, NYCC, Northern, developer	Unknown at this stage	Unknown at this stage	2	New settlement	
Extension of bus services in west of Harrogate to serve new development	West Harrogate		x							2		
Extension of Ripon City bus service to serve Barracks site	Ripon		x							2	R24, R25, R27	
Enhancements to existing bus services to serve new settlement	York-Hammerton-Boroughbridge-Ripon service		x	x						2		

Infrastructure Project	Location	Short Term 2014-2019	Medium Term 2019-2024	Long Term 2024-2034	Trigger(s) for Timing of Delivery	Delivery Lead	Delivery Partners and Stakeholders	Indicative Cost (£)	Delivery Mechanism/ Funding Source	Prioritisation 1 - Critical 2 - Necessary 3 - Important	Contributing Sites	Comments (including risks and contingencies)
Potential new bus services to serve new settlement	Hammerton/Knaresborough		x	x						2		
Extension of proposed service into Manse Farm site through into Highfield Farm										2		
Improvements to Ripon Bus Station	Ripon		x		Related to development of Barracks site					2	R24, R25, R27	
Improvements to Knaresborough Bus Station	Knaresborough		x							2		
Cycling and Walking												
Ripon Barracks to Ripon City Centre cycle link	Ripon		x		Start of build out of site R25	Developers	NYCC, developers, HBC, Ripon City Council, Ripon City Plan team, Cycle Forum	Unknown at this stage	Developer	2	R24, R25, R27	
South Ripon to Rion city centre cycle link	Ripon	x			Start of build out of R8	Developers	HBC, Cycle Forum	Unknown at this stage	Developer	2	R8	
Melmerby to Ripon Cycle link	Melmerby/Ripon		x		Build out of employment allocations at Melmerby	Developers	HBC/Cycle Forum	Unknown at this stage	Developer	3	MB2, MB3, MB6, MB8	
West Harrogate cycle links	Harrogate	x	x		Start of build out of sites	Developers, NYCC	HBC, Cycle Forum	Unknown at this stage	Developers	1	H36, H49, H51, H70	Cardale Park to Harrogate town centre route already funded, other links to be developer funded
Routes linking sites north of Pannal with Harrogate town centre	Harrogate/Pannal		x		Start of build out of sites	Developers, NYCC, HBC	Cycle Forum	Unknown at this stage	Developers	2	PN13, PN19	
Pannal to Showground	South Harrogate		x			Developers, HBC	NYCC, Cycle Forum	Unknown at this stage	Developer, third party	3	PN13, PN19, H28	Connects both sides of Harrogate with an off road route
Routes to the north of Starbeck	Starbeck		x		Start of build out of sites	Developers, HBC	NYCC, Cycle Forum	Unknown at this stage	Developers	3	H21, H22, H23	
Station Parade Cycle Infrastructure	Harrogate		x		Start of build out of sites	Developer, HBC	HBC, Cycle Forum	Unknown at this stage	Developer, third party	2	H37	Includes access to Harrogate Rail Station
North Knaresborough Cycle routes	Knaresborough		x		Start of build out of sites	Developer, NYCC	HBC, Cycle Forum	Unknown at this stage	Developer	2	K37, K24, K23	
East Knaresborough cycle access	Knaresborough		x		Start of build out of sites	Developer, NYCC	HBC, Cycle Forum	Unknown at this stage	Developer	2	K25	
Killinghall to Bilton & Jennyfield	North Harrogate/Killinghall	x			Start of build out of sites	Developer, NYCC	HBC, Cycle Forum	Unknown at this stage	Developer, Potential third party	2	KL6, KL2, KL20, H56, H69, H2	

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Routes within the new settlement inc high quality links to rail stations	Hammerton/Cattal			x	Build out of new settlement phases	Developers	NYCC, HBC, Cycle Forum	Unknown at this stage	Developer	1	New Settlement	
North Boroughbridge to Boroughbridge town centre	Boroughbridge				Start of build out of sites	Developers	NYCC, Cycle Forum	Unknown at this stage	Developer	2	B2, B10, B18	
South Boroughbridge to Boroughbridge town centre	Boroughbridge				Start of build out of sites	Developers	NYCC, Cycle Forum	Unknown at this stage	Developer	2	B12, B4, B22, B21	
Masham Cycling infrastructure	Masham		x		Start of build out of sites	Developers	NYCC, Cycle Forum	Unknown at this stage	Developer	3	All Masham allocations	
Pateley Bridge cycling infrastructure	Pateley Bridge		x		Start of build out of sites	Developers	NYCC, Cycle Forum	Unknown at this stage	Developer	3	P1, P5, P7, P10	
Village cycle links	Numerous villages	x	x	x	Stat of build out of sites	Developers	NYCC, Cycle Forum	Unknown at this stage	Developer	3	Numerous	There is a requirement to deliver smaller scale cycling infrastructure within villages across the district. This line reflects this
Water and Utility Services												
Reinforcement of water supply	West Harrogate		x			Yorkshire Water	Developers	Unknown at this stage	Yorkshire Water/developer funded	1		
Upgrade to Waste Water Treatment Works (WwTW) to increase capacity to serve development	Harrogate North and Harrogate South WwTWs		x			Yorkshire Water	Environment Agency	Unknown at this stage	Yorkshire Water/developer funded	1		
Reinforcement of Foul Sewerage Network	Harrogate		x			Yorkshire Water	Environment Agency	Unknown at this stage	Yorkshire Water/developer funded	1		
Reinforcement of water supply	Masham		x			Yorkshire Water	Developers	Unknown at this stage	Yorkshire Water/developer funded	2		
Reinforcement of water supply	Ripon		x			Yorkshire Water	Developers	Unknown at this stage	Yorkshire Water/developer funded	2		
Upgrade to Waste Water Treatment Works (WwTW) to increase capacity to serve development	Boroughbridge		x			Yorkshire Water	Environment Agency	Unknown at this stage	Yorkshire Water/developer funded	2		
Water supply	Local requirements to serve individual sites may include new mains connections and water booster stations to maintain water pressure.	x	x	x	Capacity improvements will be implemented as sites come forward	Developers	Yorkshire Water	Unknown at this stage	Agreements between utility companies and developers	3		

Infrastructure Project	Location	Short Term 2014-2019	Medium Term 2019-2024	Long Term 2024-2034	Trigger(s) for Timing of Delivery	Delivery Lead	Delivery Partners and Stakeholders	Indicative Cost (£)	Delivery Mechanism/ Funding Source	Prioritisation 1 - Critical 2 - Necessary 3 - Important	Contributing Sites	Comments (including risks and contingencies)
Gas network	Local requirements to gas infrastructure to serve individual sites may include mains diversions and new gas mains.	x	x	x	Capacity improvements will be implemented as sites come forward	Developers	Gas companies	Unknown at this stage	Agreements between utility companies and developers	3		
Electricity network	Localised upgrades to electricity infrastructure to serve individual sites may include include new substations.	x	x	x	Capacity improvements will be implemented as sites come forward	Developers	Northern power	Unknown at this stage	Agreements between utility companies and developers	3		
Education - primary												
Provision of new 2FE primary school ⁽²⁾	Harrogate		x		Facilities will be required to be provided in the early phases of development as insufficient capacity in existing provision. Actual timing to be agreed through planning application process and secured through condition on planning permission or S106	NYCC	Developers	£6,000,000 - £8,000,000	Developer through S106 and NYCC capital programme	2	H49 and H51	Land required
Provision of new 1FE primary school	Ripon		x			NYCC	Developers		Developer through S106 and NYCC capital programme	2	R24, R25, R27	Land required on Ripon Barracks site
Contribution to additional school places	Birstwith CE		x				Developers, school governors	£61,000	Developer through S106	3	BW9	
Provision of 6no. additional classrooms	Boroughbridge County Primary		x			NYCC	Developers, school governors	£2,448,000	Developer through S106 and NYCC capital programme	2	B12 and B21	
Provision of 1no. additional classroom	Burton Leonard CE		x			NYCC	Developers, school governors	£408,000	Developer through S106 and NYCC capital programme	2	BL9	
Provision of 3no. additional classrooms	Goldsborough CE		x			NYCC	Developers, school governors	£1,224,000	Developer through S106 and NYCC capital programme	2	K25	
Provision of 2no. additional classrooms	Green Hammerton CE	x				NYCC	Developers, school governors	£816,000	Developer through S106 and NYCC capital programme	2	GH2 and GH9	
Provision of 2no. primary schools	Green Hammerton		x	x		NYCC	Developers	£12,000,000 - £16,000,000	Developer through S106 and NYCC capital programme	1	New Settlement	

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Provision of 1 no. additional classroom	Grove Road CP/Starbeck CP		x			NYCC	Developers, school governors	£408,000	Developer through S106 and NYCC capital programme	2	H21 and H48	
Provision of 1 no. additional classroom	Hampsthwaite CE		x			NYCC	Developers, school governors	£408,000	Developer through S106 and NYCC capital programme	2	HM9	
Educational Contribution	Holy Trinity CE I & J Schools, Ripon		x			NYCC	Developers, school governors	Unknown at this stage	Developer through S106	2	R5, R24, R25 and R27	
Provision of 1 no. additional classroom	Kirby Hill CE		x			NYCC	Developers, school governors	£408,000	Developer through S106 and NYCC capital programme	2	B10	
Provision of 2 no. additional classroom	Masham CE VA Primary		x			NYCC	Developers, school governors	£816,000	Developer through S106 and NYCC capital programme	2	M8, M11 and M13	Land required to enable expansion
Provision of 2 no. additional classrooms	Meadowside County Primary		x			NYCC	Developers, school governors	£816,000	Developer through S106 and NYCC capital programme	2	K24 and K37	
Provision of 4 no. additional classrooms	Moorside I & J Schools		x			NYCC	Developers, school governors	£1,632,000	Developer through S106 and NYCC capital programme	2	R8 and R23	
Provision of 1 no. additional classroom	New Park Primary		x			NYCC	Developers, school governors	£408,000	Developer through S106 and NYCC capital programme	2	H2 and H69	
Provision of new primary school	North Stainley CE		x			NYCC	Developers	£6,000,000-£8,000,000	Developer through S106 and NYCC capital programme	2	NS3 and NS6	Site allocated in Local Plan for new school
Provision of 8 no. additional classrooms	Pannal County Primary		x			NYCC	Developers, school governors	£3,264,000	Developer through S106 and NYCC capital programme	2	H36, H70, PN17 and PN19	Land required to enable expansion. Site allocated in Local Plan for educational facilities
Provision of 1 no. additional classroom	Spofforth CE		x			NYCC	Developers, school governors	£408,000	Developer through S106 and NYCC capital programme	2	SP6	Land required to enable expansion

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Provision of 1 no. additional classroom	Tockwith CE		x			NYCC	Developers, school governors	£408,000	Developer through S106 and NYCC capital programme	2	TW3	Land required to enable expansion
Education - secondary												
Provision of 16 no. additional classrooms	Boroughbridge High School		x	x	Facilities will be required to be provided in the early phases of development as insufficient capacity in existing provision. Actual timing to be agreed through planning application process and secured through condition on planning permission or S106	NYCC	Developers, school governors	£3,500,000	Developer through S106 and NYCC capital programme	1	New Settlement, B2, B4, B12, B18, B21	Site B22 has been allocated in the plan however NYCC have confirmed that the expected expansion can be achieved on the existing school site and B22 would be used to re-provide playing fields lost through development.
Provision of 1 no. general teaching classroom	Harrogate		x			NYCC	Developers, school governors	£609,000	Developer through S106 and NYCC capital programme	1	PN19	
Health												
New 'Hub' - community teams and GP services	West Harrogate				Actual timing to be agreed through planning application process and further discussion with CCG and secured through condition on planning permission or S106	Harrogate and Rural District CCG	Developers/NHS/GP Services	£7m	NHS/developer funded (CIL)	2		Revenue funding will be through NHS normal channels.
New 'Hub' - community teams and GP services	Ripon					Harrogate and Rural District CCG	Developers/NHS/GP Services	£8.8m	NHS/developer funded (CIL)	2		
New 'Hub' - community teams and GP services	Knaresborough					Harrogate and Rural District CCG	Developers/NHS/GP Services	£7m	NHS/developer funded (CIL)	2		
Redesign and modification of existing GP services	Mowbray Square, Harrogate					Harrogate and Rural District CCG	NHS/GP Services	£600,000	NHS/developer funded (CIL)	2		
	Boroughbridge											
	Nidderdale											

Table 1.1 Harrogate District Local Plan Infrastructure Delivery Schedule

1. Work is underway to update scheme costs and apportion the contributions required dependent on scheme impact on the identified junctions. This work will be available for the plan examination.
2. This is in addition to the 1FE primary school permitted on H45

