

West of Harrogate Infrastructure Delivery Strategy

February 2024

Final Document



1. Objectives

1.1. Introduction.

The adopted Harrogate District Local Plan 2014 - 2035 allocates several sites on the western side of Harrogate for the delivery of new housing and employment provision, key services and facilities with associated transport, communications and green and blue infrastructure. On the 1st of April 2023 Harrogate Borough Council (HBC) and North Yorkshire County Council became part of the North Yorkshire Unitary Authority (NYC), and as such the new formed authority has assumed responsibility for the services and policies of the constituent authorities.

In February 2022, HBC published a West Harrogate Parameters Plan (WHPP), which presents a concept masterplan for the sites in West Harrogate. The WHPP provides guidance to aid the interpretation of policies in the Harrogate District Local Plan 2014-2035. This West of Harrogate Infrastructure Delivery Strategy (WHIDS) has been prepared to accompany the WHPP and support the delivery of development of those sites and should be read in conjunction with that document.

Together these sites will deliver approximately 2000 homes over the next 8-12 years. In order to ensure the successful delivery of this urban extension, it is essential that the developers/site promoters continue to work collaboratively with North Yorkshire Council and other key stakeholders to realise a comprehensive, well thought out, sustainable and cohesive development.

The robust work to date on the Local Plan, the collaborative site wide concept planning and the detailed review of policy requirements for services and community facilities, has established the list of significant infrastructure needed to support the new neighbourhood and ensure continued quality for existing local communities. The West of Harrogate Infrastructure Schedule (WHIS) is set out within appendix A of the WHPP.

1.2 Summary of delivery considerations.

The West of Harrogate sites are to be delivered by a number of different promoters and developers – with five sites currently being actively pursued through the planning process under separate planning applications and pre application processes. In order to ensure that the sites are delivered in a comprehensive manner, the council has taken a very proactive role to support collaboration with the promoters and applicants – working together on the procurement and drafting of the WHPP and WHIS. The promoters and applicants are also keen to work together as they recognised the complexity of the required infrastructure, and timing being critical to ensure efficient construction and occupation of their individual sites.

Through a collaborative approach to design and negotiation regarding the location and responsibilities for infrastructure provision, the parameter plan document sets out on which sites the principal items of infrastructure are to be located. Two primary schools, sports and recreation facilities etc. The serviced plots for these facilities are to be made available to the Council at the appropriate time, to ensure that they are complete and operational in accordance with the timeline of occupation of the dwellings on all the various sites. The Council will require lead in times and funding to secure design and planning consultants, to achieve planning consents and to procure contractors to construct the facilities. In some cases, responsibility for the delivery of the facilities remains with the developer but importantly will still require to be completed within the agreed timeline.

In addition to these facilities, the other significant mitigation requirements are for the improvement of key highway junctions and highway links within the vicinity of the site. A cumulative transport strategy has been undertaken jointly by the applicants with the Council cross checking all the information to ensure that it aligns with their policy and wider transport infrastructure planning. Clearly the Council have to take into account how these works could be carried out sensibly in order to minimise wider disruption in this significant area of Harrogate, and to align with any planned maintenance or improvements to the highway network and utility services that are programmed over the coming years. This transport strategy has resulted in the design of a programme of junction and highway link improvements which are to be phased, programmed and delivered by the Council through their Major Projects team over the period of development. The works require significant pre-planning, and therefore funding is required upfront to secure design consultants, detailed design and procurement of contractors.

The detail of the infrastructure delivery programme as a whole, has therefore identified that the development at West of Harrogate requires an element of significant early funding to pay for the detailed design, procurement and construction of certain infrastructure provision prior to the occupation of the majority of dwellings on the site. Provision of all these facilities is critically dependant on the Council receiving income from developer contributions, however, this significant early cost to housebuilders/developers would burden the cashflow, potentially resulting in the schemes not coming forward at pace or even at all. Delivery of the facilities by the Council would also be impacted as a result of cashflow issues – again affecting the rate at which new housing could be occupied.

As the Council is committed to delivering the critical infrastructure necessary to enable the delivery of new homes at pace, then alternative upfront funding needs to be explored. This will allow completion of schools, sports, health and highway improvements at the point in time they are needed, but importantly allow the housebuilding to continue in accordance with the developer’s market facing programmes – paying their strategic contributions and S106 payments in line with their planning obligations and, in so doing, repaying the public sector upfront funding.

1.3 Role of the WHIDS.

This WHIDS document has been prepared in order establish the timing and delivery of the infrastructure required to support the sites in West Harrogate. This work will inform the negotiation of S106 requirements, in order to aid the timely and efficient determination of planning applications.

This WHIDS builds further upon the West of Harrogate infrastructure schedule (WHIS) and sets out a realistic phasing plan for housing and infrastructure delivery, identifying triggers for when the key items need to be available.

A housebuilders viability exercise has also been carried out to determine the level of strategic infrastructure contributions per dwelling that can realistically be applied, and this, together with any site-specific policy funding requirements will underpin funding for the infrastructure needed to support this new community. Stakeholder consultation has also been carried out to identify other potential sources of funding which will contribute to the delivery of these key facilities and provisions.



The timeline produced in this exercise enables North Yorkshire Council and other stakeholders to plan for the delivery of the infrastructure that is their responsibility, for example the schools and highway improvements. A revenue and expenditure appraisal has been prepared which enables the Council to understand the timing of income from the Strategic Infrastructure Contribution (SIC) and various Section 106 agreements, to identify any cashflow issues and the potential need for upfront public sector funding. The WHIDS also assists the various housing delivery partners to understand the collective impact on the local housing sales market and support affordable housing providers with their business planning and development programming with Homes England.

2. Background and context

2.1. Planning policy.

Please refer to the planning policy content within the WHPP for a full explanation of the planning background and current context.

2.2. Current planning status.

Site Name	Site reference	Anticipated Yield*	Planning status	Other considerations
Land at Otley Road, Harrogate	H46	125	Land at Otley Road (Full permission granted for 125 dwellings) - 15/01999/EIAMAJ.	Nearing completion.
Windmill Farm, Otley Road	H49	890	Local Plan housing allocation with indicative capacity of 776 dwellings. Application submitted. Awaiting determination.	Land currently under two separate promotion agreements.
Thomas Alexander	H49	80	Awaiting application submission.	
Land east of Lady Lane	H51	790	Local Plan mixed used allocation for 690 dwellings + 3.14ha of employment land. Applications submitted. Awaiting determination.	40 homes complete on 2ha (8/02960/FULMAJ). 2 Outline applications submitted for the majority of the remainder of the site.
Bluecoat Park, Harrogate	H45	480	Bluecoat Park is shown as a commitment within the Local Plan and had an Outline Application approved in February 2016 for 450 dwellings, which has since lapsed. Application submitted. Awaiting determination.	
Former Police Training Centre, Yew Tree Lane	H36	200	Former Police Training College (Full permission granted for 161 dwellings/additional consent granted, subject to S106, for 200 dwellings)	Site developer in place.

Land at Castle Hill Farm	H70	130	17/05595/ OUTMAJ - permission granted for 130 dwellings on northern part of the site. Full site allocated for 230 dwellings in Local Plan.	Development has commenced on the northern part of the site.
--------------------------	-----	-----	--	---

Other sites in West Harrogate that will be contributing to infrastructure that will need to be considered as part of the delivery and infrastructure planning:

Harlow Hill Nurseries	H65	40	Local Plan housing allocation for 40 dwellings.	Feasibility study for development of site underway.
-----------------------	-----	----	---	---

*The yield for each site has been entered as either the yield relating to the most recently approved planning permission for that site, the indicative yield in the local plan, or the yield shown in the most recent application submitted for that site. The yield for each site will ultimately be determined through the determination of full planning, taking into account a wide range of material considerations. The figures used here are considered a sensible starting point for considering trigger points for infrastructure required to support development.

It is also noted that some monies have already been collected or included in S106 agreements on other local sites as contributions to the West of Harrogate Highways mitigations.

Site/ allocation ref.	Developer/promoter	S106 monies collected for Highway mitigation	Collected by NYC Y/N £	Notes	Observations
H70(n)	Stonebridge	£0		Committed site	17/05595/OUTMAJ - site completed
H46	Charles Church	£87,567		Committed site	15/01999/EIAMAJ trigger point: prior to commencement of development and to be deposited with NYCC for a period of 10 years, for the purpose of providing junction improvements on Otley Road. Site nearing completion



H51	Mulgrave	£0	Committed site	18/02960/FULMAJ – site completed
K25	Taylor Wimpey	£640,514	Committed Site	18/04456/EIAMAJ trigger points: occupation at 100, 200, 300 dwellings contribution split equally across the triggers. S106 only recently completed. REM to be submitted within 6 months of the outline approval (24/8/23). Not started on site
H36	Homes England	£691,965	Committed site	20/02318/OUTMAJ £463,246 towards junction mitigation and £228,719 towards sustainable transport enhancements. £191,965 prior to first occupation £200,000 prior to the first occupation of the 100 th dwelling £300,000 prior to the first occupation of the 150 th dwelling 23/00259/REMMAJ submitted and pending decision
H74	Taylor Wimpey	£30,000	Committed site	14/00259/OUTMAJ Off-Road Cycle Path Works contribution – means the sum of £30,000 such sum to be deposited with the County Council for a period of 10 years as set out in clause 5.2 (prior to the first occupation of any of the dwellings) to be expended upon the Off-Road Cycle Path Works, the need for

such directly arises from the Development.

Off-Road Cycle Path Works means works to construct an off-road cycle path adjacent to B6162 linking the off-road facility being provided along Harlow Moor Road.

Site completed.

2.3. Site promoters and developers

Site Name	Site reference	site promoter/developer
Land at Otley Road, Harrogate	H46	Persimmon / Charles Church -Nearing Completion
Land at Crag Lane, Harrogate	H74	Taylor Wimpey- Complete
Former Police Training Centre, Yew Tree Lane	H36	Homes England/Countryside Homes
Windmill Farm, Otley Road	H49	Anwyl/Redrow/ Thomas Alexander Homes
Land east of Lady Lane	H51	Gladman/Banks/NYC
Harlow Hill Nurseries	H65	North Yorkshire Council
Land at Castle Hill Farm	H70	Stonebridge Homes
Bluecoat Park, Harrogate	H45	Homes England

3. Embedding design quality

3.1. Ensuring delivery of quality development

This section is to be read in conjunction with the WHPP policy section setting out requirements for site-specific masterplans to be prepared for sites H49 and H51, and site H45. A concept masterplan is required for site H70. As set out in the Local Plan and WHPP, achieving high quality placemaking is a key objective. It is critical that design quality and infrastructure delivery are integrated, and site wide masterplans will support the comprehensive and holistic approach to development and delivery across West Harrogate. It is critical that the site wide masterplans are prepared **prior to any planning application being determined by the LPA** for the site (or part thereof) in question. This will ensure that the Council have a clear basis on which to determine future applications, in whatever form they come forward.

Document	Requirement
<p>West of Harrogate Parameters Plan Document</p>	<p>As required by the Local Plan and contains vision, objectives and place making context for all subsequent proposals across West of Harrogate</p>
<p>Site Specific Masterplan (content defined in WHPP) Can be developed alongside/in parallel</p>	<p>Critical that it is site wide.</p> <p>To include site wide infrastructure delivery and design principles for all development.</p> <p>Subject of meaningful consultation and potentially design review.</p> <p>To be submitted to the Council for approval prior to any planning application being determined</p>
<p>-----</p> <p>Planning Application Stage</p>	
<p>Detailed masterplan Submitted as part of either a site wide planning application (where the promoter chooses to pursue a site wide outline planning application) and/or applications for particular phases – in line with the Site Wide Masterplan Should be in accordance with policy</p>	<p>To be part of a planning application and could cover the whole site or individual phases/specific spatial components. To include:</p> <ul style="list-style-type: none"> • Design Coding information relevant to particular phase/s. • Detailed phasing/delivery. • Detailed infrastructure design.
<p>Site specific details eg Reserved matters to contain relevant detailed proposals as required by an outline planning permission.</p>	<p>Will be focussed on smaller plots of development and include substantial detailed design material.</p>



4. Estimated Housing trajectories & annual delivery rates.

4.1. Indicative trajectory

The Housing trajectory within the Local Plan has been updated in the table below to reflect a slightly later start date. The Housing trajectory below includes predicted increased annual build-out rates reflective of a higher rate of delivery anticipated by site promoters.

	24/ 25	25/ 26	26/ 27	27/ 28	28/ 29	29/ 30	30/ 31	31/ 32	32/ 33	33/ 34	34/ 35	35/ 36	36/ 37	Total dwelli ngs
H49 inc. Anwyl Homes		35	50	50	60	60	60	60	60	60	60	60	54	669
H49 Thomas Alexander						41	41							82
H51 Gladman		30	80	80	80	80	80	50						480
H51 Banks		30	60	60	60	20								230
H45 Homes England			60	60	60	60	60	60	60	50				470
		95	250	250	260	261	241	170	120	110	60	60	54	1931
Other (H36/70)	34	77	92	53	25									281

4.2. Commentary and moderation

These housing numbers may change as a result of the planning process and updating of proposals by the applicants, however this table is to be used to inform the infrastructure planning, phasing and cashflows.

The Council are considering when developer contributions are going to be available to provide for the infrastructure facilities and mitigations as they are needed. If the rates of delivery are accelerated the need for new facilities is also brought forward accordingly. Understanding the S106 contributions income and expenditure is critical to the ability to deliver timely infrastructure.

5. Housing mix

The Councils affordable housing full policy requirements for affordable housing and housing mix set the target for any negotiations as part of the planning application process and grant of planning permission. Negotiations will principally take account of the work being carried out to ascertain an overarching contribution per property towards strategic infrastructure and, where relevant, site specific requirements and impact on scheme viability as part of a s106 agreement.

5.1. Market housing

Ensuring good quality housing that meets the needs of local people is a key component of creating sustainable quality neighbourhoods. The developments will be required to provide a range of house types and sizes that reflect and respond to the identified housing needs and demands of the district's households, in line with the requirements set out within the Local Plan. The Housing and Economic Development Needs Assessment (HEDNA) which is a key piece of evidence supporting the HDLP sets out a recommended housing mix which will be the starting point for determining the planning applications on these sites.

5.2. Affordable housing

Policy HS2 Affordable Housing of the adopted Harrogate District Local Plan sets a **target** for 40% of housing to be affordable housing on all qualifying Greenfield developments. The target figure is subject to negotiation and testing of commercial viability, taking into account the work carried out as part of the West of Harrogate wide viability exercise and resultant strategic contributions calculations.

The Council will seek to agree the tenure mix with the applicant based on evidence of local need and the characteristics of the local area. When looking at affordable housing tenure and the different types of affordable homes, the HEDNA indicates that an appropriate rent/sale split would be 70%/30% in favour of rented housing.

NYC's Housing team will work with developers to agree the type, quantity, locations and tenure of properties to meet housing need and promote a mixed/balanced community. They will seek to ensure that all affordable dwellings are well integrated within developments and indistinct (as far as possible) from market dwellings, ensuring NDSS space standards and good internal layouts.

Within the former Harrogate area of NYC affordable housing is delivered via Registered Providers (RPs) The Council holds a strategic Housing Development Partnership list of Registered Providers. Expressions of interest and a matching panel will be convened to determine which RP partner to involve in each site delivery. Given the scale of residential development at West Harrogate this is likely to be more than one RP. Other factors for RP matching may be taken into account such as business plans, geographical presence, stock location and pre-existing relationships with developers.

In considering the mix of homes to be provided within each development scheme, the mix will be agreed on a site-by-site basis. **For baseline reference** the mix identified in the HEDNA is as follows:

- 0-5% one bed/two person
- 30-35% two bed/four person
- 40-45% three bed/5 person

- 20-25% four bed/ 6 person

5.3. Affordable rent

It is expected that affordable rent homes are capped at 80% of market rent or Local Housing Allowance, whichever is the lower. The Council expects 100% nominations on all new developments which have been facilitated through the Housing Development Partnership.

5.4. Shared ownership

There is an expectation that affordable housing for sale through a RP Home Ownership scheme will be prioritised for those with a local connection to the local area. However once this has been exhausted, RPs are able, with support from Local Authorities, to move without delay to market properties to a wider audience, beyond the immediate locality.

5.5. First homes

The Council will implement the Governments first homes guidance on a case-by-case basis in the Harrogate Local Plan area. Applicants must demonstrate how proposals meet the relevant adopted Local Plan policies. In relation to first homes, the applicant should demonstrate how they propose to “bridge the gap” that will be created between the value of the adopted affordable housing policies and the lesser value to the council of including first homes into the mix. This could be through:

- top-up contribution - details of how this is calculated is detailed in the first homes guidance.
- additional on-site provision (depending on location)
- providing a different tenure split
- higher specification of homes
- additional carbon reduction measures such as solar panels or heat pumps

This will be negotiated on a case-by-case basis and viability will be taken into account as per the provisions of the adopted Harrogate Local Plan policies.

Details and justification are set out in the Councils First Homes Guidance Note.

<https://www.harrogate.gov.uk/downloads/file/4342/first-homes-guidance-note>

5.6. Self-build and custom build

The Governments Self-build and Custom Housebuilding Act 2015 (as amended by the Housing and Planning Act 2016) places a duty on local planning authorities to keep a register of individuals and associations of individuals, who are seeking to acquire serviced plots of land for self-build and custom housebuilding in their area as well as have regard to the register when they are carrying out their planning, housing, regeneration and disposal of land functions. HBC have an up-to-date register and use the data held on the register to help inform future applications. Officers at HBC forward data to Development Management case officers.

Under Harrogate's Policy HS3: Self and Custom Build Housing, on strategic sites of 500 dwellings or more, developers will be required to supply at least 5% of dwelling plots for sale to self-builders, subject to demand being identified by the Council, by reference to the Council's Self and Custom Build Register, supported as necessary by other sources of evidence in-line with the provisions identified in paragraph 5.30 of policy HS3. Where a developer is required to provide self-build plots, the plots should be made available and marketed appropriately for at least 12 months. Where plots which have been appropriately marketed have not sold within this time period, these plots may be built out as conventional market housing by the developer. Developers will be required to demonstrate to the local planning authority that appropriate marketing has been undertaken prior to the self-build plots being released for development. On these strategic, large-scale sites there is a need for self and custom build plots to be delivered in phases to allow the 12 months marketing to be phased over the lifetime of the development.

Self-build plots could be subject to plot passports or design codes to give cohesiveness to street scene, design, material palette; and to allow for construction requirements. (This can be dealt with via a condition on the outline application/s).

Each plot will need to be serviced which means:

- (a) has access to a public highway and has connections for electricity, water and wastewater, or
- (b) can be provided with those things in specified circumstances or within a specified period.

6. Non-residential development and key infrastructure requirements

6.1. Tariff Based Approach for Funding

As identified throughout this document the new developments at West of Harrogate are to contribute towards funding the necessary infrastructure to meet the needs of these new dwellings and businesses. The funding maybe supplemented through S106 funding on other schemes in the locality, central education funding and health authority contributions.

The monies will be delivered in a timely manner in the form of: -

- An agreed strategic infrastructure contribution (SIC) per dwelling (or per dwelling equivalent for non-residential uses) together with any site-specific contributions through S106 on the key Strategic Sites: H49, H51 and H45 (Bluecoat).
- S106 Contributions from smaller sites
- S106 contributions already received or committed from other schemes in the locality.

Through establishing an agreed Infrastructure schedule and delivery plan based upon discussions with key stakeholders and testing the costs of infrastructure through the viability exercise, an understanding of the contributions from each site and the timing of stage payments has been ascertained. This will help to inform the Councils approach to cash flowing the infrastructure delivery and identify any funding issues.

As part of the S106 negotiation, an agreed set of payment triggers will be determined for each consented site within the Strategic Sites. The Council has included an indicative infrastructure delivery programme to assist the evolution of a scheme wide cashflow and this will provide information to help align delivery and occupation of the housing sites.

The Key Strategic Infrastructure Funding Requirements fall into the following topic areas: -

- Education
- Health
- Highways and Transportation
- Sports

Alongside these is a requirement to agree site specific infrastructure and policy requirements on an individual S106 basis. This will include issues such as BNG (Biodiversity Net Gain) and community greenspace.

6.2. Schools

North Yorkshire County Council's Children and Young People service carried out an exercise to ascertain the shortfall of school places given the impact of the developments at West of Harrogate. Factoring in the existing capacity in local schools, the impact of the January 2022 census and the numbers of pupils in each age group



generated by the new homes on the developments the Council has determined that there will be a shortfall of approximately 500 primary school places.

Children generated from the very early housing delivered will be catered for in capacity within existing schools in the local area.

Based on the developers' projections for their rate of delivery of new homes there is a need for a new primary school on both sides of Otley Road by 2027/28 (assuming that the sites are delivered as per the estimated trajectory above). These new primary schools will need to be two form entry with integral nursery provision. Land is therefore required on both sites H49 and H51.

Both schools will be encouraged to operate under a Community Use Agreement to provide a Hub for local activities outside core school hours. This will allow the schools to offer wider community benefits and assist in creating a sense of community. The landowners and promoters have confirmed they would welcome Community Use Agreements. This mechanism is ultimately for the new schools' Head and Governors to decide but early discussions with the Councils education service will seek to achieve this.

In order to facilitate the new schools being ready to take in children as pupils are generated across the sites, serviced and accessible plots of land will need to be made available, in order to allow 12 months to build out and 6 months to furnish and commission the schools, in time to meet the expected pupil demand. NYC (North Yorkshire Council) team have a specification for a serviced site which will inform the detail set out in the s106. A safe walking, cycling and vehicle route to school will need to be provided by the time the school is open, this includes road surfacing, street lighting and natural surveillance from surrounding dwellings.

Additional secondary school places will be provided by the permanent expansion of existing schools in Harrogate. There is a formula to calculate the contributions per dwelling for this education element.

Costs for education provision are included in the Infrastructure Cost schedule and have been factored into the Viability assessment and Councils cashflow work to inform the Strategic Infrastructure Contributions (SIC) and potential funding requirement to assist with upfront funding requirement.

6.3. Health hub

The Office for National Statistics 2011 Household data shows that Harrogate has an average population per household figure of 2.3, which based on the 2000 homes to be developed at West of Harrogate, generates an estimated population growth of almost 4,700 people. The Department of Health publication "Health Building Note 11-01: facilities for Primary and Community Care Services" indicates a floorspace requirement of approximately 150m² (GIA)/ 120m² (NIA) per 1,750 patients and therefore results in 402.18m² of additional floorspace being required.

Existing GP surgeries in the area do not have the capacity to absorb the total additional residents. Additional healthcare infrastructure will therefore be necessary to ensure this new demand is mitigated and the proposed developments are sustainable.

The ICB (Integrated Care Board) has identified requirements for a health hub to provide integrated healthcare service to be the most appropriate means to support healthcare needs in the medium to long term for the area. The provision of 1.5-2 acres of development land that can accommodate a GP facility of approximately 1,560m² and an additional 300m² of space for other healthcare services, is required to support this.

A capital costs contribution towards an offsite primary care facility can be calculated through an established methodology based upon the anticipated population growth per development parcel. This sum to be secured through S106 contributions.

Costs for health provision have been factored into the Viability assessment and Councils cashflow work which are informing the Strategic Infrastructure Contributions (SIC) and potential funding requirement to assist with upfront funding requirements.

6.4. Highways and transportation

NYC will continue to work collaboratively with the site promoters in considering the overall approach to local highway improvements. As part of a cumulative transport assessment process a document has been produced by the land promoters and developers. The delivery of off-site highway mitigation will be carried out by NYC as highway authority, with the costs secured via Strategic Infrastructure contributions. To ensure the buildability and costings have been fully considered the proposed mitigations have been validated by the Council and their consultants.

This prioritisation of improvements in accordance with impact, current pressures and the development timeline is being led NYC. The prioritisation list provides a framework for delivery. The prioritisation could be amended in future as pressures change or utility works occur. The Junction Delivery Table is set out in Section 9 of the WHIDS.

With respect of transportation, extending the existing bus routes during construction and once development has been completed has been defined in conjunction with Bus Operators/ NYC. Costs have been sought from operators and services will be secured via S106.

The work includes apportionment of costs for off-site transport and highway mitigation (this includes improvements to the highway, active travel modes and public transport provision). This, together with a **per dwelling calculation for residential development and equivalent per dwelling calculation for the non-residential uses** ensures that a proportionate and fair contribution toward mitigation costs can be calculated for each development site and all land uses contribute to the mitigation. The Cumulative Transport Strategy produced by the promoters will identify the extent of off-site mitigation on the wider highway network. It identifies the contributing sites to the off-site highway funding through established modelling methodology. NYC has calculated buildability and cost estimates to assist NYC with scheme delivery considerations. The final mitigation and costs will be established through the planning application determinations.

Each application is to be accompanied by a Travel Plan. This will set out the targets and measures to be taken by the applicants to encourage sustainable travel to, from and within the new developments at West Harrogate. NYC sustainable travel team will review the individual application travel plans to ensure consistency of approach across all the West Harrogate sites. Travel Plan measures will be secured through the planning consent and delivered by a Travel Plan coordinator/ co-ordinator.



Indicative costs for highways provision are included in the Infrastructure Cost schedule and have been factored into the Viability assessment and Councils cashflow work which are informing the Strategic Infrastructure Contributions (SIC) and potential funding requirement to assist with upfront funding requirements.

6.5. Sports provision

With reference to the Councils playing pitch strategy, Sport England's Playing Pitch New Development Calculator has been used as a tool for assessing playing pitch contributions, taking account of sites and existing provision/facilities within Harrogate. This calculation considers how many new teams would be generated from an increase in population derived from the West of Harrogate housing growth.

The council will take ownership of the onsite sporting facilities on satisfactory completion and could be phased according to delivery of each element. NYC will then manage lease of the facilities to local clubs to be identified. NYC will manage and maintain the facilities in the long term, with contributions to maintenance from S106/Strategic contributions.

- Football will require on-site provision for natural and artificial grass pitches and additional changing rooms. This is to be constructed by the developers of the land at H45.
- Cricket will require on-site provision to provide a replacement cricket facility. This replacement facility will be required during the first phase of development with changing facilities built in later phases subject to the S106 contributions pot.
- For Cricket, Rugby Union, Hockey and adult football off site contributions will be required to help to improve and provide better facilities elsewhere in Harrogate. Triggers for these payments will be agreed in the S106 agreements but will be phased based upon the occupation of dwellings.

Sports England have confirmed that community use agreements for use of primary school pitches are on top of the policy open space requirements.

Costs for sport provision are included in the Infrastructure Cost schedule and have been factored into the Viability assessment and Councils cashflow work which are informing the Strategic Infrastructure Contributions (SIC) and potential funding requirement to assist with upfront funding requirements. Additional green space funding through S106 is also identified on some of the smaller sites e.g. H46

6.6. Open space

The WHPP (West Harrogate Parameters Plan) and the supporting IDS (Infrastructure Delivery Schedule) identifies land areas for the site-specific provision of amenity greenspace, natural & semi-natural greenspace, parks and gardens, allotments, cemeteries and spaces for children and young people. Financial contributions, locations, and triggers for delivery will be considered and conditioned through the development management process and the long-term maintenance and management requirements will be set out via the S.106 Planning Agreements for each site.



6.7. Local centres

Two local centres are required, the first on H49 and the second on H51. The local centres need to be well linked to the housing around them, easily accessible on foot and by bike to encourage residents to access the facilities via sustainable modes of travel.

It is recognised that these will be delivered as commercial propositions, will be subject to market conditions and the phasing delivery of the sites.

The timing and delivery of these local centre will be discussed and agreed as part of the application process. Timescales for delivery will be dependent upon the rate of housebuilding and occupation creating a market for the shop units etc.

In monitoring the scheme, the Council will need to see evidence that the site/shop units are being actively marketed. The Council's Economic Development team can assist with matching up operators for the units.

6.8. Employment

Delivery of the employment development allocated as part of site H51 will also be subject to market demand for the proposed units and the phased delivery of the site. Please refer to the WHPP for guidance as to the location of employment land.

Appropriate landscaped buffers for those employment plots neighbouring the new housing are required to ensure adequate residential amenity. The details of which will be shown indicatively through the whole-site masterplan at the application stage and then the details agreed as part of the reserved matters. A mechanism within the s106 (or condition) will set out the method to agree the timing for the delivery of the employment phase. Developers will need to show evidence as part of the Councils monitoring process that the site/units are being actively marketed. The Council's Economic Development team will work proactively with applicants to assist with matching up businesses seeking new premises.

7. Indicative phasing and infrastructure delivery timeline

7.1. H49 Windmill Farm, Anwyl Homes

A detailed planning application has been validated to encompass 770 dwellings, plus school and local centre.

The looped spine road will be constructed early to serve phases 1 and 2 and should be completed in the first 18 months. This will provide construction access to the school site which will be a fully serviced site in accordance with education’s specification.

The local centre will be delivered subject to market interest, currently estimated to be constructed within 18 months of start of housing development. The plot is to be marketed after outline planning achieved.



7.2. Thomas Alexander Homes

A separate planning application is expected for the area around the equestrian centre on H49, being promoted by Thomas Alexander Homes. This could be an additional c80 units which will require separate negotiation based on pro rata requirements.

7.3. H45 Bluecoat, Homes England

Homes England is currently aiming to have selected a developer to be on site in 2024 and to have a build out rate of 60 dwellings per year. There will be three phases of housing including a phase to be delivered by a Small/medium enterprise (SME).

As part of the sport provision there will be a Football Hub and new Cricket facilities. Delivery of the cricket pitch to be early in the overall programme, subject to agreements regarding management and maintenance.

Access to the site for Phase 1 will be via the proposed highway junctions from Beckwith Head Road and Phases 2 & 3 via the new junction off Otley Road.



7.4. H51 Lady Lane, Gladman

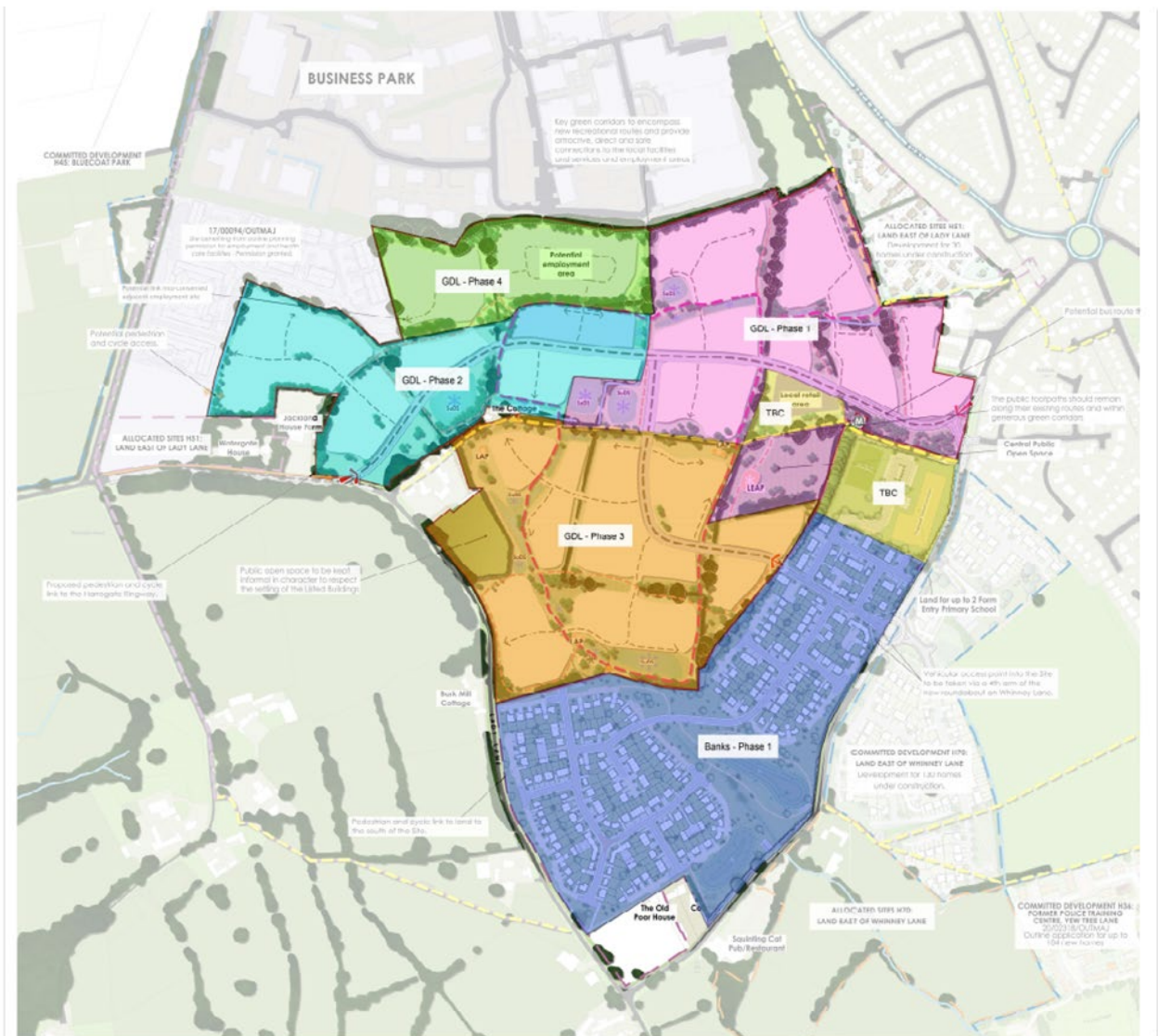
The indicative phasing is shown on for indicative purposes only below. The phasing for the site will be confirmed at RM stage by the housebuilder(s). The Spine Road will be completed prior to the start of phase 3 with each end of the road starting alongside phases 1 and 2 respectively. The employment land is identified within phase 4 but has the potential to be started at the same time as phase 3 and upon completion of the Spine Road, subject to market interest.

7.5. H51 Lady Lane, Banks

Access for construction will be off the new roundabout already built on Whinney Lane. This will serve phases 1, and the school site during construction (although a further temporary site access could be required specifically for constructing the school on Whinney lane subject to further discussion).

Phase 1 is likely to be combined and marketed to select one house builder.

The school site will also have accessibility from Gladman site and the Local Centre area.



	Contraction																	
	Commission																	
	Open																	
	Secondary																	
	Secondary extensions																	
	Contributions																	
	Health																	
	Health provision																	
	Contributions																	
	Off-site Transport																	
1	Bus service contribution																	
1	Otley Road Cycle and walking																	
1	SJ 20																	
1	SJ 6																	
2	Otley Road widening																	
2	SJ 19																	
2	Howhill Road strengthening																	
2	SJ28																	

2	Signalisation Of Burnbridge Rail Bridge																		
2	SJ22																		
2	SJ15																		
2	SJ12																		
3	SJ10																		
3	SJ11																		
3	SJ14																		
3	SJ13																		
3	SJ26																		
4	SJ5																		
4	SJ16/17																		
4	SJ25																		
4	SJ8																		
4	SJ9																		
5	SJ7																		
5	SJ21																		
	Hilltop Lane																		
	Hilltop Lane Widening																		
	Beckwithshaw																		
	TROs																		
	Burnbridge Traffic Calming																		

	Otley Road Signalling																		
	Vivacity																		
Sports facilities																			
	H45	Provision of land to enable provision of 1 replacement cricket pitch																	
	Off-site	1 adult football pitch																	
	H45	2 youth football pitches																	
	H45	2 mini football pitches																	
	H45	changing rooms																	
	H45	Pavilion with changing for 2 teams																	
	H45	Ancillary facilities and parking																	
	H45, H49, H51, H70	Financial contribution for offsite																	

8. Financial overview

The Council commissioned Aspinall Verdi to carry out a cashflow exercise to understand the council's financial position - as it takes on responsibility to deliver the necessary strategic infrastructure, in a timely manner, in order to facilitate delivery of the residential sites. If specific items of infrastructure fail to be funded/delivered, then the sites could stall, and housing delivery targets fail to be achieved. Although the Council will initially pay for the infrastructure, they will look to recover the costs from the sites as the new homes are delivered. Aspinall Verdi's exercise therefore also tested the ability to recover these costs from the schemes.

This exercise has been conducted using two models –

- Firstly, an income/revenue cashflow showing when receipts from developers' strategic contributions arrive, when the infrastructure needs to be paid for and consequently what may impact on the council's potential requirement for upfront funding. The total contributions include s106 contributions already received from other schemes in the vicinity.
- The second exercise was to produce viability appraisals for each of the development sites to ensure that each can afford the strategic contributions and any S106 contributions. These strategic contributions will be used to fund highways/transportation. Education, health, sport and community greenspace are included in these appraisals as S106 contributions.

A detailed report by Aspinall Verdi has been produced which articulates all the assumptions used to generate the outputs. These assumptions have been shared with the land promoters.

The viability appraisals for each of the development plots demonstrate that there is sufficient land value and developer profit to make the strategic contributions alongside any site-specific section 106 requirements.

The council's cashflow reflects the fact that certain elements of infrastructure will be required before any of the units are delivered and occupied. Costs could therefore be incurred by the council which exceed the funding already accumulated on other local sites plus any pre-commencement payments agreed as part of the planning permission, and before housebuilders are due to hand over their full contributions in accordance with the housing delivery trajectory. This means that the council may have to fund the works upfront, incurring interest costs and adding to the council's cost profile. The cashflow model identifies the extent of funding the council may need to arrange and makes assumptions about the rates of interest to be applied. It also identified when the contributions will be received in due course in order to make repayments and settle the fund account. It is important to note that without these funds facilitating the provision of infrastructure at exactly the right time to allow housing to be constructed and occupied – i.e. highways mitigations, school places available etc - the development would stall and potentially fail to deliver.

9. Processing planning permissions and monitoring onward delivery.

9.1. Development management

In order to ensure that the planning process aspect of delivery is managed efficiently by the local planning authority, NYC has already identified a dedicated resource of experienced and senior planning officers. The aim being to ensure that a transparent and equitable approach is applied to all sites within the allocation. This will apply to all stages of the process including identifying routes to standardisation of planning conditions and s106 clauses and the ultimate aim being to expedite the planning process.

9.2. Delivery account management

To take a lead role in driving forward the delivery of housing across the West of Harrogate sites through proactive account management of sites from the point of identifying preferred allocations/pre-application stage through to completion on site.

- Using a RAG (red, amber, green) database of sites which is kept updated following regular discussions with site promoters/agents and depending on what stage, sites are at – Development Management Officers.
- Regular checking of the Local Plan Database which logs starts and completions.
- Recent changes to the Local Plan Database mean that progress of sites is monitored (i.e., the system will show whether groundworks have commenced, also whether an outline application has been followed up with a reserved matters and subsequently discharge of conditions applications).
- Account Management work involves regularly contacting promoters/agents/landowners and applicants to get an update on site delivery and trajectory for build completions and this can also involve site visits.
- Housing Delivery Account Manager role is a co-ordination/enabling role. If there are any issues or delays to delivery which are flagged up during conversations with applicants and which are due to the Local Authority/NYCC, then appropriate follow up action is taken with those involved.

To enable this process to work, the Housing Delivery Account Manager needs:

- Updated and relevant contacts who can provide forecast build completions.
- “Buy-in” from developers to the account management process.
- Regular communication from developers if programmes change substantially.
- Build programmes from the developers - this helps the Council and RPs monitor and manage affordable housing delivery (i.e. the nomination process which takes at least 2 months and also RP cashflow management) and overall site delivery forecasts which feeds into our yearly plan review.

9.3. S106 - Account management

The S106/CIL Delivery Officer will keep a record of all financial and non-financial obligations entered into as part of all S106s for the West of Harrogate using the Exacom monitoring software.

Progress with delivery of each clause of a S106 is tracked using regular review dates that are set in line with the trigger points of each individual S106 agreement. Trigger points are scheme specific but the most common triggers are:

- Prior to commencement
- Prior to occupation of x Open Market Dwellings (OMD)
- Prior to occupation of any dwelling type

A combination of internal Council records, site visits and updates from developers are used to check progress and appropriate enforcement action is taken to resolve any delivery delays or breaches of a S106 covenant.

The Council will undertake to review the S106 monies received on an annual basis and where necessary realign the planned infrastructure delivery programme to optimise the overall development of these strategic sites.

As infrastructure is completed or S106 payments are made, a discharge notice for the relevant covenant is sent by the S106/CIL Officer to the developer to confirm compliance with that part of the S106 agreement.

9.4. Highways delivery programme

The delivery of the highway improvements and mitigations programme of works will be managed by the NYC Major Projects and Infrastructure Team. They are experienced in life cycle delivery of Civil Engineering projects ranging in scale from c£500k interventions upwards, towards the current largest live project namely A59 Kex Gill realignment @ £68.6m. Overall portfolio value of works currently engaged upon exceeds £200m across several types of infrastructure projects. These in turn range from Capital funded highway works, town centre regeneration, rail interfaces, structural / bridge assets, coastal protection, electric vehicle infrastructure and in partnerships with National Highways / DfT / Transport for the North, projects upon strategic route networks.

Informed internal expertise is founded on comprehensive engineering design capability, contract procurement / management, statutory procedure navigation, stakeholder liaison, consultant / contractor market engagement, financial and programme management, Business Case development all together with a thorough understanding of working in a public sector, governed and political environment.

The delivery of a co-ordinated highway network upgrade presented by West of Harrogate including signals / roundabouts and multiple junction interferences is within the Teams capability to manage in partnership with multi-disciplinary teams and colleagues across the Councils establishment.

West Harrogate - Suggested Junction Delivery Priority

Priority Grouping	Scheme Ref	Mitigation Scheme / Location	Rationale
1		Bus Service Provision - Pre-occupation - Annual cost draw down	Need to see this come forward early in the programme to promote sustainable transport
1		Walking and Cycling / Otley Road Phase 3	Need to see this come forward early in the programme to promote sustainable transport
1	4 (SJ20)	SJ20: B6162 Otley Road / Crag Lane / Beckwith Head Road - due to linkages with Otley Road Phase 3	Needs to link with the Otley Road Phase 3 cycle scheme Also consider part of Corridor Study
1		SJ6: Beckwith Road/Yew Tree Lane/Green Lane/Whinney Lane/Pannal Ash Road	If H51 built-out first then this junction will need a higher prioritisation. Moved up priority due to Active Travel Scheme and H51 Banks coming forward early
2		Otley Road widening scheme	
2	7 (SJ19)	SJ19: Beckwith Road/Otley Road due to linkages with Cycle Phase 3	Needs to link with the Otley Road Phase 3 cycle scheme Also consider part of Corridor Study
2		Howhill Road Strengthening	
2		SJ28 Burn Bridge Road/Malthouse Road - due to pinch point road safety. Increased traffic flow will increase problems	Not a capacity issue but increased priority due to pinch point / road safety concern
2		Signalisation of Burnbridge Lane Railway Bridge	Synergies with SJ28 so should be linked
2	15 (SJ22)	SJ22: Otley Road/B6161 (Pot Bank)	Priority to deal with pre-existing capacity issues
2	10 (SJ15)	SJ15: A61 (Leeds Road / West Park) / Otley Road / York Place (Prince of Wales roundabout)	Pre-existing capacity consideration
2	5 (SJ12)	SJ12: A61 The Carr Leeds Road / Follifoot Road	HTIP linkage, also need to ensure A61 walking / cycling corridor work is linked to this scheme
3	12 (SJ10)	SJ10: Burn Bridge Lane/A61 (SJ10 & 11 linked)	SJ10 and SJ11 should be considered for delivery together
3	13 (SJ11)	SJ11 A61/A658 (SJ 10& 11 linked)	SJ10 and SJ11 should be considered for delivery together
3		SJ14: A61/South Drive/St Georges Road/Park Drive	Pre-existing capacity consideration

3	2 (SJ13)	SJ13: A61 Leeds Road / Leadhall Lane / Hookstone Road (Marks and Spencers Junction)	Capacity issues with committed developments
3	3 (SJ26)	SJ26: A661 Wetherby Road/Hookstone Chase/Hookstone Road (Woodlands Junction)	Capacity consideration with committed developments
4		SJ5 Lady Lane/Beckwith Head Road - needs to be linked to the H51 Site Access work	Works need to be linked to the H51 site access work so may need to be re-prioritised.
4	8/9 (SJ16/17)	SJ16 & SJ17: Pannal Ash Road/Otley Road Cold Bath Road/Otley Road	Consider part of Corridor Study
4		SJ25: A59/A661/A6040 (Empress R'abt)	Capacity consideration at full build-out
4	11 (SJ8)	SJ8: Rossett Green Lane/ Green Lane/ Leadhall Lane	May need to be higher priority if H51 / H36 built-out first
4		SJ9: Burn Bridge Road / Hill Foot Lane	May need to be higher priority if H51 comes forward late
5		SJ7: Rossett Green Lane / Yew Tree Junction	Does not exceed capacity but provided on safety grounds
5	6 (SJ21)	SJ21: Howhill Road/Otley Road - will need forward as a S278 associated with H49 and also undertake widening/strengthening of Howhill at same time	Will come forward as a S278 associated with H49 and also undertaken widening / strengthening of Howhill Road at same time

Others to be coordinated with appropriate associated works in wider programme

Highway links / improvement schemes	
Hill Top Lane/Fall Lane Bend	mid programme
Hill Top Lane Localised widening	mid programme
Beckwithshaw crossing point	possible link with Pot Bank scheme
TROs	constant, throughout
Burnbridge, Yew Tree Lane, Lady Lane etc Traffic Management / Calming	various mix of small schemes
Otley Road Intelligent Signals Corridor	linked to Otley Road junction mitigation
Vivacity Monitoring System	first occupation

10. Next steps

This West of Harrogate infrastructure delivery strategy is a dynamic document, intended to be used as a basis for consideration throughout the planning process. It will inform both applicants and development management teams as a useful tool to assist with the Councils cashflow planning, programming of infrastructure and potential public sector funding bids to assist with upfront funding issues and impact on pace of delivery.

Glossary of planning terms.

Adopted Harrogate District Local Plan 2014: The plan and vision for future development within Harrogate District up to 2035, drawn up by the local planning authority in consultation with communities and other bodies.

Adoption: The final confirmation of a development plan of local development document as having a statutory status by a Local Planning Authority (LPA).

Affordable housing: Affordable housing includes housing for sale or rent, for those whose needs are not met by the market (including housing that provides subsidised route to home ownership and/or is for essential local workers); and which complies with one of more of the following definitions: affordable housing for rent; starter homes; discounted market sales housing; other affordable routes to home ownership.

Affordable rent: Affordable rented homes are made obtainable to tenants at up to a maximum of 80% of market rent and are allocated in the same way as current social housing.

Air quality: Is the term used to describe how polluted the air we breathe is.

Amenity greenspace: Open land, usually landscaped, that contributes positively which improved the appearance of an area or improves the quality of life for the people who live locally. It tends to provide opportunities or a purpose such as, sport activities or as a barrier to reduce noise pollution.

Biodiversity: The whole variety of life encompassing all genetics, species and ecosystem variations, including plants and animals.

Blue infrastructure: This refers to physical blue elements like rivers, canals, rivers, ponds, wetlands, floodplains and water treatment facilities.

CIL: Community Infrastructure Levy (CIL) is a planning charge, calculated on a £ per square meter basis, introduced by the Planning Act 2008, as a tool for local authorities in England and Wales to help deliver infrastructure to support the development of their area. To be noted CIL does not replace Section 106 agreements.

North Yorkshire Council are responsible for the provision of services such as education, transport, planning, health and social care, libraries, waste management and trading standards. **Taking over from** Harrogate Borough Council as the local planning authority who make the final decision on planning applications.

Custom build: To build to individual order. Projects where individuals or groups work with a specialist developer to help deliver their new home(s).

Design coding: A tool accessible to local planning authorities, communities, and developers to define and deliver design quality, this can include design guides, planning briefs, heritage characterisation studies, standards and masterplans as set out in the NPPF and planning practice guidance.

Finance Act 2003: An act to grant certain duties, to alter other duties and to amend the law relating to National Debt and Public Revenue, and to make further provision in connection with finance.



First Homes: First Homes are a specific type of discounted market sale housing and should be considered to meet the definition of 'affordable housing' for planning purposes.

Full application: A planning application seeking full permission for a development proposal, with no matters reserved for later approval.

Full planning: If granted full planning permission gives your project the exact go a-head to proceed as planned.

GIA: Gross Internal Area, generally speaking the entire enclosed area of a building within the external walls taking each floor into account, excluding the thickness of the external walls.

Green infrastructure: The physical natural environment within and between our cities, towns, and villages. It can consist of multi-functional open spaces, informal spaces, closed spaces including parks, gardens, woodlands, green corridors, street trees and the countryside.

Greenfield land/site: Land (or a defined site) which has not been built on before or where the remains of any structure or activity have blended into the landscape over time.

Housing and Economic Development Needs Assessment HEDNA: The HEDNA provided an evidence base to inform the preparation of statutory local plans by individual local planning authorities.

HM Land Registry: A non-ministerial department that registers the ownership of land and property in England and Wales. It involves a land title accompanied with a title plan that indicates the property boundaries.

Homes England: A government housing accelerator that drives positive market change, by releasing more land to developers to provide more homes and improve neighbourhoods and grow communities.

Housing and Planning Act 2016: An Act of Parliament in the United Kingdom that makes widespread changes and amendments to housing policy and the planning system.

Infrastructure: The basic structures and facilities that support and serve a society or organisation.

Legibility: A legible area is one with a strong sense of local identity. Locations, streets, open spaces, and places that have a clear image and are easy to understand e.g. the ease to navigate through and around an area.

Local centres: Local centres can include a small group of shops or a limited service outlet of a local nature.

Local planning authority (LPA): Local authority responsible for planning and development control. Has the meaning given in section 1 of the Town and Country Planning Act 1990(c); Harrogate Borough Council is the local planning authority in this document.

Masterplan: A masterplan is a long-term planning document that provides a conceptual guide for future growth and development.

Material considerations: A matter that should be taken into account in deciding a planning application or on an appeal against a planning decision,

National Planning Policy Framework: Document containing all national planning policy first published in 2012 and updated in February 2019. The NPPF's policies sets out a framework for local and neighbourhood plans and decisions on planning applications.

Natural and semi-natural green space: Includes woodlands, wetlands, urban forestry, Local Geological Sites, scrub and grassland.

NDSS: National Described Space Standards, standards that deal with internal space within new dwellings and suitable for application across all tenures.

NYCC: North Yorkshire County Council.

Offsite: Offsite refers to the planning, construction, designing, fabricating, and assembling of the components/building to be done, to be transported to the allocated site.

Onsite: The process taking place on the allocated development site.

Open space: All open space of public value which includes land, additionally rivers, canals, lakes, and reservoirs, that offer important opportunities for sport and recreation and can act as a visual amenity.

Phasing: The phasing of development into distinct manageable parts.

Planning condition(s): A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.

Planning permission: Formal approval sought from a local planning authority allowing a proposed development to proceed. Permission may be sought in principle through outline planning applications, or be sought in detail through full planning applications,

Regeneration: the economic, social and environmental renewal and improvement of rural and urban areas.

Registered Providers (RP): An affordable housing provider or local authority entered on the Register pursuant to section 114 of the Housing and Regeneration Act 2008 or a body entered on the Register as a non-profit organisation or profit-making organisation.

Section 106 agreement: A legal agreement between the local planning authority and a developer regarding measures that the developer must take to reduce their impact on the community.

Self-build and Custom Housebuilding Act 2015: An Act to place duty on certain public authorities to keep a register of individuals and associations who wish to acquire serviced plots of land to bring forward self-build and custom housebuilding projects. To place a duty on certain public authorities to have regard to those registers in carrying out planning and other functions.

Self-build: Projects where individuals or groups directly organise the design and construction of their new home(s).

Shared ownership: It involves one property, more than one owner, and blends them to maximise profit and tax reductions.

Social Infrastructure: Social Infrastructure can cover a range of services and facilities that meet local and strategic needs, that contribute towards a good quality of life. It can include health provisions, education, community, play, youth, recreation, sports, faith and emergency facilities.

Strategic sites: Strategic sites tend to be sites where great change is envisaged. Each site has a specific land use allocation contained within the Core Strategy. It involves the principles of development accompanied by necessary infrastructure and planning obligations are also provided as separate policies.

Sustainable development: A widely used definition drawn up by the World Commission on Environment and Development in 1987: “development that meets the needs of the present without comprising the ability of future generations to meet their own needs”. The Government has set four aims for sustainable development in its strategy “A Better Quality of Life, a strategy for Sustainable Development in the UK”. The four aims, to be achieved simultaneously are: social progress which recognises the needs for everyone; effective protection of the environment; the prudent use of natural resources; and maintenance of high and stable levels of economic growth.

Transport Statement : A simplified version of a transport assessment where it is agreed the transport issues emerging out of development proposals are limited and a full transport assessment is not required.

Transport corridor: Transport links generally operate within the strip of land known as the transport corridor. They are paths for any future option of travel including road and rail, for a range of uses e.g. buses, cars and pedestrians.

Urban design: The art of making places. It consists of the design of buildings, groups of buildings, spaces, and landscapes, in villages, towns and cities to produce successful development.

Urban extension: A urban extension involves the planned extension of a city or town and can contribute to creating more sustainable patterns of development when located in the right place, with well-planned infrastructure, which offer a range of facilities, and when developed at appropriate densities.

Viability: In terms of retailing, a centre that is capable of success. This generally refers to the economic status of a development.

West Harrogate Parameters Plan (WHPP): The West Harrogate Parameters Plan provides guidance to aid the interpretation of policies in the Harrogate District Local Plan 2014-2035.

West of Harrogate Infrastructure Delivery Strategy (WHIDS): A plan in preparation which will provide further detail on the timing and delivery of supporting infrastructure for West Harrogate.

Yield: In this case the yield relates to the number of properties able to be developed on an individual site given the application of policy requirements.

