
Infrastructure Delivery Plan



Hambleton Local Plan

**Publication
Draft**

July 2019

Hambleton...a place to grow

HAMBLETON
DISTRICT COUNCIL



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1 Introduction

What is the purpose of the infrastructure delivery plan?

- 1.1** This Infrastructure Delivery Plan (IDP) has been produced to accompany the Hambleton Local Plan. It sets out the scale and nature of infrastructure required to support the objectives, spatial strategy and level of development set out in the Local Plan over the period to 2035 and is therefore a key part of its evidence base. The timely provision of infrastructure needed to support new development is critical to the creation of sustainable communities and ensuring that undue pressure is not placed on existing services and facilities. In its role as local planning authority, Hambleton District Council is required to plan positively to meet future development and infrastructure needs.
- 1.2** The IDP has been prepared following extensive discussion and consultation with Council departments and external infrastructure and services providers operating within Hambleton District, and has included a review of relevant management plans and forward programmes. It should be regarded as a 'living document' that will be modified periodically throughout the plan period to ensure that it remains up-to-date and responsive to changing circumstances and new information.
- 1.3** In seeking to establish the nature and extent of infrastructure needed to support the scale of new development proposed by the Local Plan, the IDP aims to describe the provision of infrastructure in Hambleton and requirements over the plan period, setting out within an Infrastructure Delivery Schedule (IDS), set out at appendix 1:
- What is required
 - When it is required
 - The likely cost of provision and how it will be funded
 - Who will be responsible for its delivery

Infrastructure to be considered

- 1.4** Infrastructure has a broad definition and can cover anything from large scale transport schemes to local environmental improvements. This IDP will focus on the following key areas of infrastructure provision:
- Highways
 - Public transport
 - Walking and cycling
 - Utilities: Gas, electricity, water supply
 - Flood defences
 - Emergency services
 - Telecommunications
 - Education facilities
 - Community facilities
 - Health facilities
 - Children's play areas
 - Playing pitches
 - Sports and recreation facilities
 - Parks and open space
- 1.5** Although affordable housing can be considered local infrastructure to support community needs, it is not included within the scope of this document, as the Local

Plan sets down that it will be provided by developers within new residential developments.

- 1.6** It should be noted that this document is not a comprehensive commentary on all types of potential infrastructure. Instead it focuses upon those types of infrastructure and those requirements that are most closely linked to enabling the housing and economic growth proposed through the Local Plan.
- 1.7** The infrastructure needs of a locality are influenced by a number of factors including: the growth/decrease in a population, the changing needs of a population such as ageing; and changes in travel-to-work patterns. The evidence developed within this IDP to support the Local Plan informs the overall deliverability of the Council's strategy for growth.

Structure of this document

- 1.8** This IDP presents information in two sections for ease of use: a descriptive section and a detailed tabular section referred to as the Infrastructure Delivery Schedule (IDS).
- 1.9** The descriptive section of the IDP sets the context, how the IDP has been created and how it will be updated, and describes the current situation and anticipated need for infrastructure to support the growth of the district. For each infrastructure type an overview of the current level of provision is provided together with the likely capacity issues that may occur as a result of the delivery of the Local Plan and a brief analysis of how the planned provision can be delivered.
- 1.10** Information in the IDS is either linked to projects to support the growth of the district as a whole, or linked to specific sites to enable the delivery of those locations. Information contained within this section details the estimated costs of infrastructure projects, when they will be required and who would be responsible for its delivery.

2 Methodology

2.1 Legislation, national planning policy and planning guidance described how Local Authorities should plan for infrastructure provision. This IDP has been prepared in accordance with national policy and guidance, discussed further in section 3 of this document. The last IDP for Hambleton District Council was completed to inform consideration of the areas Community Infrastructure Levy (CIL), adopted in 2014 and the existing suite of planning policy documents that include:

- Hambleton Core Strategy Development Plan Document (DPD), April 2007;
- Development Policies DPD, adopted February 2008; and
- Allocations DPD, adopted December 2010.

2.2 Work on the preparation of a new local plan for Hambleton commenced in summer 2015. The revised Local Plan being prepared will replace the existing suite of three planning documents. Its preparation will introduce development policies that align with NPPF and address development needs for the next 15 years. An Issues and Options consultation report was published in January 2016 and further consultation on a series of Preferred Options documents was held between October and December 2016. Work is now underway towards the publication of the Hambleton Local Plan publication draft¹.

2.3 The evidence developed and engagement undertaken through the preparation of the Local Plan to date has helped inform the matters and issues for infrastructure delivery outlined in this IDP. In addition the Council has undertaken specific engagement directly with other authorities and infrastructure providers in relation to infrastructure needs. These consultations have helped to develop understanding of the potential impacts upon the infrastructure of the district of the proposed scale and distribution of new housing and employment growth. A response schedule outlining the engagement undertaken and feedback received is provided at Appendix 1 of this IDP.

2.4 Stakeholders who provide infrastructure in Hambleton and have been involved in preparation of this IDP include:

Yorkshire Water	North Yorkshire Health and Well-Being Board
Northumbrian Water	South Tees NHS Foundation Trust
Environment Agency	York NHS Foundation Trust
Northern Gas Networks	Local Transport Authority (NYCC)
Northern Power Grid	Highways Agency
Local Education Authority (NYCC)	Network Rail
Hambleton, Richmondshire and Whitby and the Vale of York Clinical Commissioning Groups	Superfast North Yorkshire

2.5 This Infrastructure Delivery Plan will play an important role in ensuring that the level and pattern of growth identified in the new Local Plan will be supported by the timely provision of necessary

¹ In accordance with Reg 19 of the [The Town and Country Planning \(Local Planning\) \(England\) Regulations 2012](#)

infrastructure and services and that new development will be sustainable. Further details of the scale and spatial distribution of growth proposed in the new plan is provided in the next section.

Governance and Duty to Cooperate

2.6 Hambleton District Council forms part of the wider North Yorkshire area covered by North Yorkshire County Council and the York, North Yorkshire and East Riding Local Enterprise Partnership. The district lies at the heart of North Yorkshire with North Yorkshire County Council offices located in Northallerton. Neighbouring Local Authorities include the Tees Valley authorities of Darlington, Stockton, Middlesbrough and Redcar and Cleveland to the North, Scarborough, Ryedale, York, Harrogate and Richmondshire.

2.7 The Council has prepared a Statement of Common Ground in accordance with NPPF and planning guidance addressing the joint working to address strategic matters that has taken place. In relation to this IDP these discussions have included cross boundary issues relating to the provision and service and facilities and strategic transport infrastructure. At the time of preparing this IDP there are no unresolved strategic issues.

- **North Yorkshire County Council (NYCC)**

As a two tier local government area, NYCC has a key role in the delivery of essential infrastructure in Hambleton. This reflects its role as authority for the local highway network, local lead flood authority, education authority, delivery of libraries and waste disposal authority. Throughout the plan

- **North York Moors National Park (NYMNP)**

The NYMNP includes the east of Hambleton District Council's area. Whilst entirely rural in nature the national park is the relevant planning authority for this part of the district. NYMNP consulted on a Pre-submission Draft Local Plan between April and May 2019.

- **The York / North Yorkshire / East Riding Local Enterprise Partnership (LEP)**

Through its Strategic Economic Plan (SEP) the LEP has identified key priorities for future action. Central to the LEP's ambitions is the creation of successful and distinctive places through unlocking housing growth, supporting the delivery of employment sites and enabling sustainable rural economies.

The LEP consequently has an important role in infrastructure delivery particularly as a gateway for investment to unlock sites. For example, LEP funding was influential in funding a £4.1m bridge at Dalton Industrial Estate. The scheme has been influential in unlocking £20m of further private sector investment and has been designed to provide greater resilience to flood events into the future.

Figure 1: Hambleton and neighbouring authorities



Monitoring and review

- 2.8** As already noted, the IDP should be considered a living document whose requirements will continue to evolve as development proceeds and new or changing infrastructure projects are identified. The IDP will also be subject to review and update to taken into account changing local and national priorities. The delivery of infrastructure and the new infrastructure requirements will be monitored and updated on a regular basis, in line with the Council’s usual reporting on plan monitoring in the Authority Monitoring Report (AMR).
- 2.9** At this stage of writing, in May 2019, prior to engagement as part of the Publication Draft Local Plan, it is important to note that the IDS represents a work in progress. The draft IDP will be part of the background documents that assist in understanding how the development set out in the Local Plan will be delivered. It therefore forms part of the consultation on the publication version of the Local Plan. Any new information that is received that assists in developing or updating the IDP will be incorporated into future iterations of the IDP leading ahead of submission of the Local Plan to the secretary of state for examination.

3 Policy context

3.1 This section of the IDP provides a summary of the national and local policy context relating to infrastructure delivery.

National planning policy framework

3.2 The National Planning Policy Framework (NPPF), as revised in July 2018 and February 2019, sets out the national policy context for local authorities preparing plans and determining planning applications. In referring to the over-arching economic objective for achieving sustainable development, paragraph 8 of the NPPF acknowledges the importance of identifying and coordinating the provision of infrastructure in helping to build a strong, responsive and competitive economy.

3.3 Other key provisions of the NPPF relating to infrastructure:

- recognise the importance of timely and effective engagement with infrastructure providers (paragraphs 16 and 25);
- require strategic policies to make sufficient provision for infrastructure for transport, telecommunications, security, waste management, water supply, waste water, flood risk and energy; community facilities (such as health, education and cultural facilities) and green infrastructure (paragraph 20);
- emphasise the importance of effective and on-going joint working between strategic policy-making authorities and relevant bodies in helping to determine where additional infrastructure is necessary (paragraph 26);
- require plans to set out the contribution expected from development, such as that needed for education, health, transport, flood and water management, green and digital infrastructure (paragraph 34).

Planning Practice Guidance

3.4 Supporting guidance for the practical application of policy in the NPPF is included within the national Planning Practice Guidance. Of particular relevance are paragraphs 59 and 60 of the updated guidance (published in March 2019), which focus on how strategic policy-making authorities can demonstrate that a plan is capable of delivering the infrastructure necessary to support new development.

3.5 The key messages set out within these paragraphs are as follows:

- In order that a plan is realistic about what can be achieved and when, careful attention needs to be paid to identifying what infrastructure is required and how it can be funded and brought forward;
- At an early stage in the plan-making process, strategic policy-making authorities need to work alongside infrastructure providers, service delivery organisations, other strategic bodies such as Local Enterprise Partnerships, developers, landowners and site promoters to identifying infrastructure deficits and requirements, and opportunities for addressing them;
- In doing so, it will be necessary to assess the quality and capacity of infrastructure, and its ability to meet forecast demands and set out how any identified deficiencies will be addressed;
- When preparing a plan, strategic policy-making authorities should use available

- evidence of infrastructure requirements to prepare an Infrastructure Funding Statement, setting out the anticipated funding from developer contributions and the choices local authorities have made about how these contributions will be used;
- In making a realistic assessment of site delivery, strategic policy-making authorities are expected to demonstrate that they have engaged with infrastructure providers to ensure that the infrastructure requirements of plan proposals are achievable within the planned timescales;
 - Infrastructure providers should seek to plan for longer-term infrastructure requirements set out within adopted plans and reflect this in their funding and investment decisions.

Strategic policy context

- 3.6** Through a series of Growth Deals agreed with Central Government, the LEP has secured significant funding to support a range of projects aimed at removing barriers to growth and facilitating the delivery of key infrastructure across its area, including in Hambleton. Continued support and investment through the LEP will be essential to delivery of the infrastructure needed to support the future level of growth identified in the Hambleton Local Plan.
- 3.7** The York, North Yorkshire and East Riding LEP is also in the process of providing clearer geographic focus for its priorities through preparation of a Spatial Framework, which will provide a long-term approach to help shape future plans and programmes through to 2050 in order to deliver coordinated growth and infrastructure investment. This seeks to continue the current sub-regional strategy of focusing growth along key transport corridors, including the A1(M) and A19, which pass through the heart of Hambleton.
- 3.8** The NPPF sets out a duty for strategic policy-making authorities to cooperate across local authority boundaries when preparing their local plans. The Council has been undertaking 'duty to cooperate' discussions and meetings with relevant bodies, including the LEP, through the course of plan preparation. Most of the infrastructure required to deliver the additional development identified in the Local Plan will be within the district boundary. Some services or facilities, however, may cross boundaries, be delivered by several providers or support development in more than one area. The Council will continue to work closely, and seek to strengthen its relationships, with partner organisations that also have an interest in cross-boundary issues, including North Yorkshire County Council and the North York Moors National Park Authority.

Funding mechanisms

- 3.9** Funding for infrastructure can come from a variety of sources including the Council's own capital budget, developer contributions (discussed further below), Government grants and grants from other public bodies and other ongoing investment programmes by service providers. Where grants are required bids are usually prepared using evidence to demonstrate why funds are needed prior to receiving grants. Sources of funding change over time but recent sources of funding are listed below and include:
- Department of Health
 - Department for Education
 - Department for Transport
 - Growing Places Fund Grant

- Regional Growth Fund
- Local Growth Fund
- Better Care Fund Grant
- Heritage Lottery Fund
- European Regional Development Fund (ERDF)
Homes England
- Highways England
- Environment Agency
- Arts Council

Developer contributions

- 3.10** Developer contributions, secured through Planning Obligations and funds received through Community Infrastructure Levy payments are mechanisms through which funding can be secured for infrastructure from development.
- 3.11** **Community Infrastructure Levy (CIL):** CIL was introduced through the Planning Act 2008 and the CIL regulations in 2010² with later amendments. The CIL allows Local Authorities to raise funds from owners or developers of land undertaking new developments. The CIL is charged at fixed rates for each additional square metre of floorspace created by development, above a threshold of one home or 100sqm.
- 3.12** In order to support the provision of the strategic infrastructure required for development growth within the district, Hambleton District Council has introduced a Community Infrastructure Levy (CIL) in December 2014. Hambleton's CIL is currently being used to fund a range of transport, education, healthcare and green infrastructure projects.
- 3.13** **Planning obligations:** For those items of infrastructure that are not funded through the CIL, the Council normally seeks to secure the provision of necessary facilities and services required through the use of planning obligations. Typically, planning obligations are secured through an agreement between the Local Authority and developer in accordance with section 106 of the Town and Country Planning Act 1990.
- 3.14** The use of such obligations should be considered when otherwise unacceptable development could be made acceptable in planning terms through an obligation being provided by the developer. Reflecting this, s106 planning obligations are specific to the impacts of a particular development proposal and should be fairly and reasonably related to the scale of development proposed. Planning obligations are open to negotiation between the applicant and Local Authority before agreement is reached.
- 3.15** This obligation can either be "in kind" where infrastructure is directly supplied by the developer, or it can be a financial contribution paid to the Council or passed to a third party to fund the provision of infrastructure. Planning Obligations are used to secure measures that cannot be generally secured by imposing a planning condition or other statutory means.

² [The Community Infrastructure Levy Regulations 2010](#) and [Community Infrastructure Levy guidance](#)

3.16 At Hambleton District Council, Section 106 agreements are currently used for the direct mitigation of site-specific impacts and requirements, for on-site infrastructure requirements, open space provision, and arrangements for on-going maintenance. Analysis of current levels of s106 secured by the Council indicates that an average contribution of £1,500 per dwelling is currently received.

4 Scale and distribution of growth

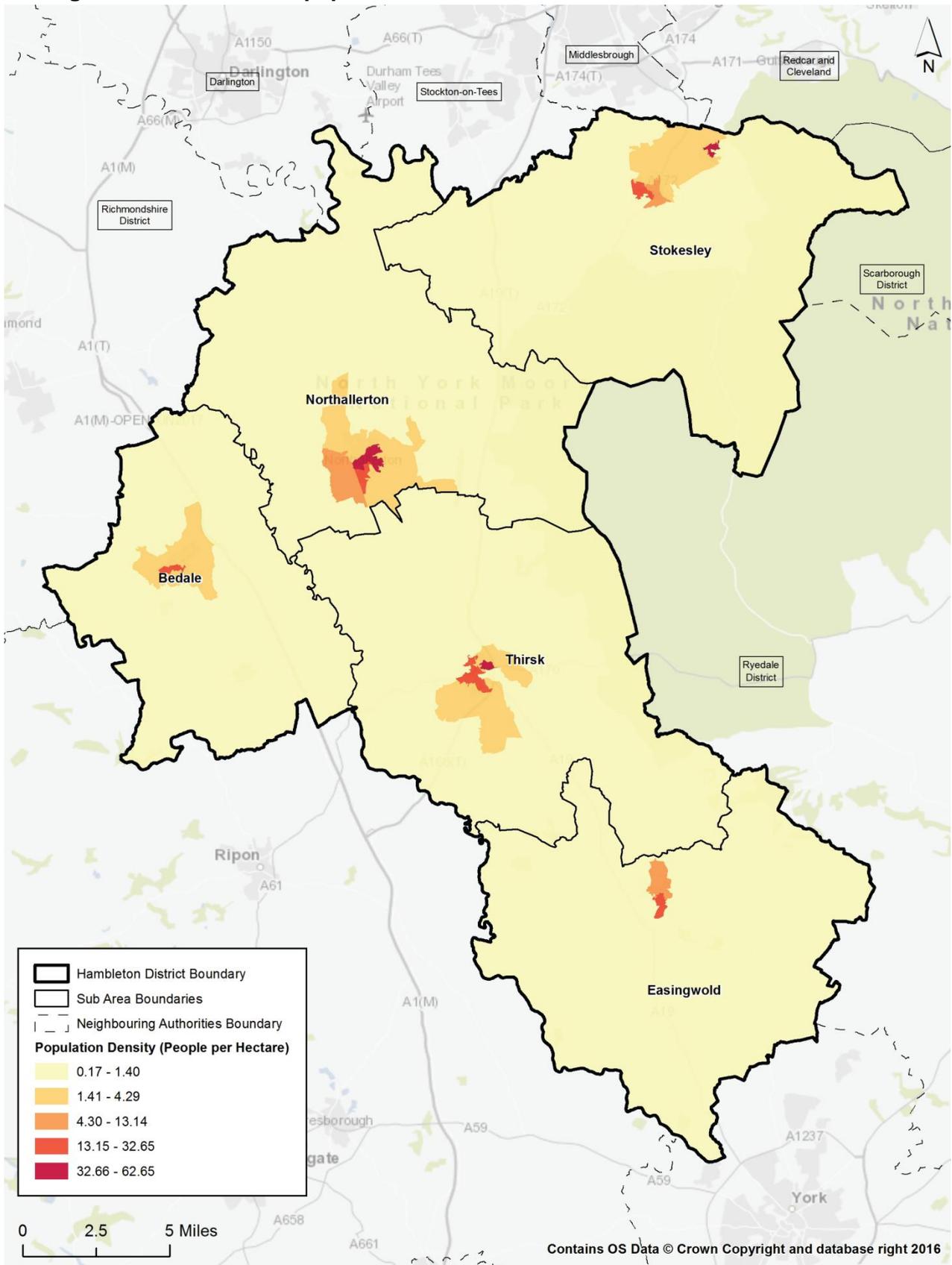
Introduction to scale and distribution

- 4.1 The new Local Plan will set out how much land should be provide for the new homes and jobs that are needed in Hambleton up to 2035 and where this should be located. To shape this growth the Local Plan introduces an overall spatial strategy for growth and will allocate a range of sites across the district to provide suitable, attractive and sustainable growth.
- 4.2 This emerging spatial strategy has been informed by a range of evidence and development principles to ensure Hambleton is delivering growth in the right locations.

Demographic context for growth

- 4.3 Hambleton had a total population of 90,500 in 2016, a quarter of which were aged 65 and over, which is significantly higher than the average for both North Yorkshire and Great Britain. The five market towns of Northallerton, Thirsk, Easingwold, Bedale and Stokesley are home to some 46% of the district's population. The remaining population lives in the smaller settlements in the rural area.
- 4.4 Hambleton has a high percentage of older people who are generally active, healthy and relatively wealthy retirees, many of whom are mortgage free. There are however some significant health issues to be addressed: in North Yorkshire 66% of adults are either overweight or obese and over 21% of 4-5 year olds and 30% of 10-11 year olds have excess weight.
- 4.5 Hambleton benefits from a diverse economy with particular focus upon agriculture, professional services and manufacturing but overall has a net outflow of commuters, particularly to the nearby centres of York to the south and Tees Valley to the North. Within Hambleton the rural economy plays a particularly crucial role in growth with micro businesses across the district employing many residents.
- 4.6 More substantial employment centres are focused within the district's towns of Northallerton and Thirsk together with the large employment sites at Leeming Bar and Dalton. The areas military associations also play an important role in the local economy with RAF bases at Leeming and Topcliffe.

Figure 1: Sub areas and population distribution across Hambleton



Housing and employment growth

- 4.7** The emerging Hambleton Local Plan is informed by a Housing and Economic Needs Assessment³. The Council's approach is focused upon a strategy for economic growth that will support delivery of approximately 77.6 hectares of employment land (approximately 3.6ha and 165 additional jobs per year). This is informed by analysis of labour demand and past trends in completions.
- 4.8** The proposed housing requirement in the emerging Plan is for at least 6,615 new market and affordable homes (approximately 315 additional homes per year). As at April 2018 a total of 1,667 homes have been built since 2014 and 4,128 homes with planning permission are expected to be built over the plan period. This means there is a residual requirement to plan for a minimum of 820 additional homes over the plan period.
- 4.9** The level of growth identified broadly maintains the rate of delivery seen in previous years. The planned level of housing delivery is greater than the Authority's minimum requirement when based upon the standard assessment for Local Housing Needs but remains lower than the annual average net housing completions of 365 dwellings in the previous five years (2013/14 to 2017/18).

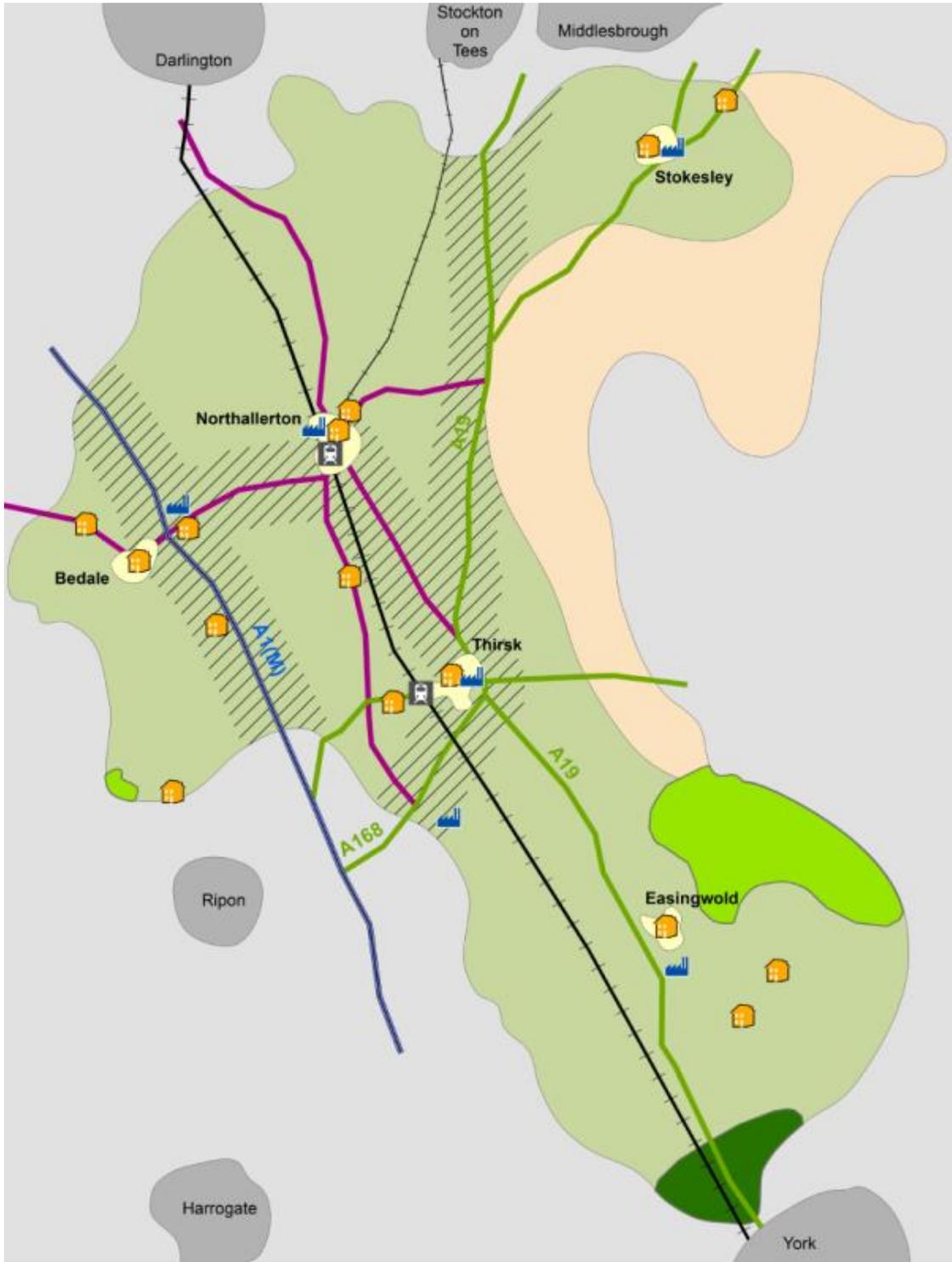
Spatial distribution

- 4.10** The emerging spatial strategy outlined within the Hambleton Local Plan seeks to deliver growth across the district, particularly with the objective of addressing affordable housing issues. As a result the Local Plan seeks to provide a balanced package of housing allocations across the five market towns, and also to some of the district's service villages and secondary villages.

Figure 2: Quantum of proposed growth by special area / settlement

Area	Homes	Employment
Bedale	145	20.65 ha (Leeming Bar)
Northallerton	640 (840 gross)	8.74 ha
Stokesley	105 (205 gross)	9.5 ha
Thirsk	160	11.6 ha (Soweby Gateway)
Easingwold	125	2.55 ha
Service Villages	194	-
Secondary villages	230	24.57 ha (Dalton)
Total	1,599 (1,899 gross)	77.61

³ [Housing and Economic Development Needs Assessment \(June 2018\)](#)



- Employment Allocations
- Housing Allocation
- Train Stations
- Market Towns
- External Towns and Cities
- Transport Corridors
- York Green Belt
- Area of Outstanding Natural Beauty
- Local Plan Area
- National Park in Hambleton but outside the Local Plan

- 4.11 The emerging Local Plan has identified residential and employment land allocations that support delivery of growth in accordance with the identified spatial distribution.

Figure 3: Proposed residential site allocations

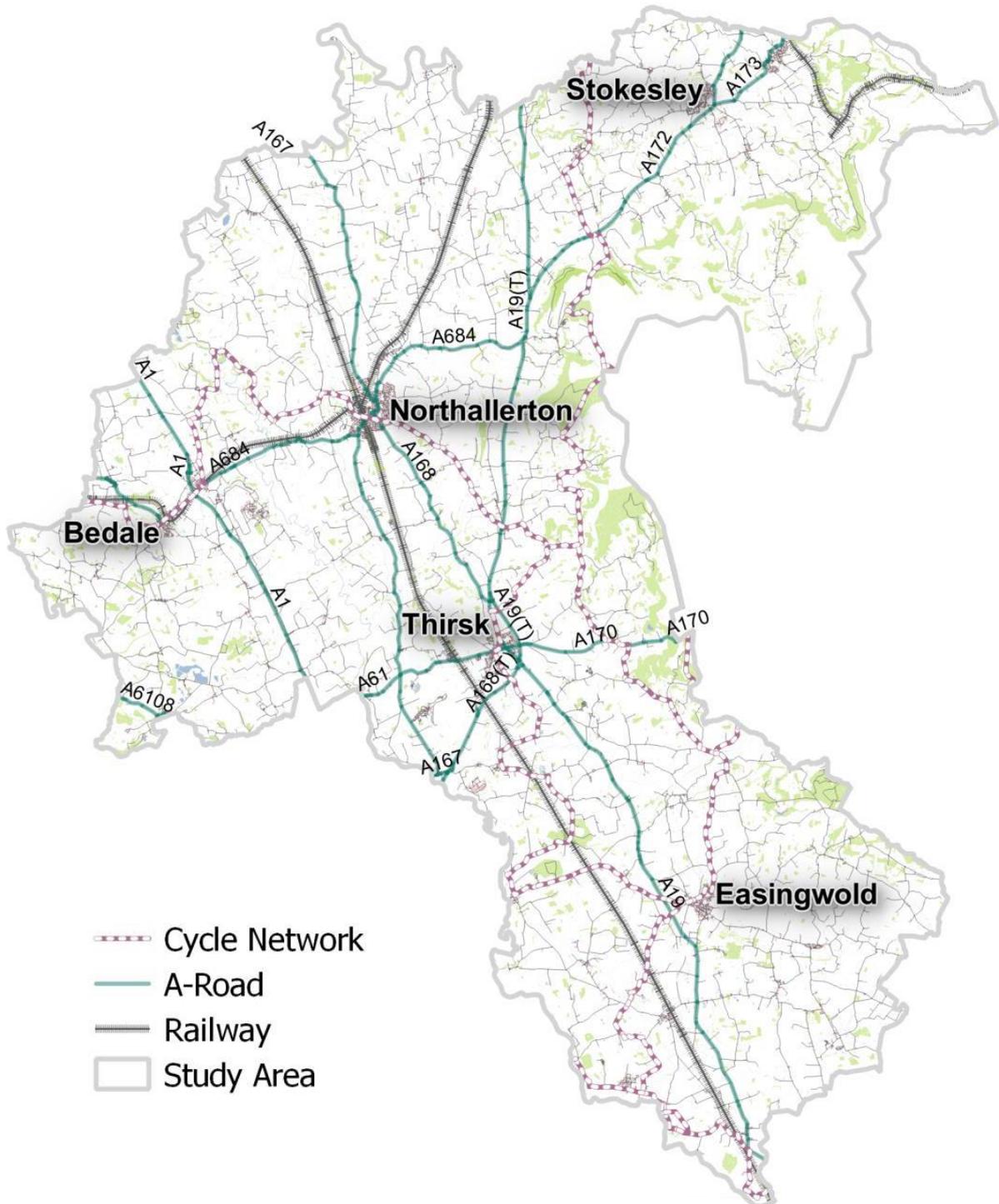
Settlement	Site name	Capacity
Northallerton	NOR 1: Winton Road	640 homes (840 gross)
Thirsk	TIS 1: Station Road	110 homes
Sowerby	TIS 2: Back Lane	50 homes
Aiskew	AIB 1: North east of Ashgrove	85 homes
Bedale	AIB 2: South of Lyngarth Farm	60 homes
Easingwold	EAS 1: Northeast of Easingwold CP School	125 homes
Stokesley	STK 1: North of The Stripe	105 homes (205 gross)
Brompton	BRO 1: Danes Crest	17 homes
Carlton Minniot	CAM 1: Ripon Way	55 homes
Crakehall	CRK 1: North of Crakehall Water Mill	18 homes
Great Ayton	GTA 1: Skottowe Crescent	30 homes
Huby	HUB 1: Sout of Stillington Road	28 homes
Stillington	STI 1: North of Stillington Social Club	35 homes
West Tanfield	WST 1: Bridge View, Back Lane	11 homes
Burneston	BUR 1: St Lamberts Drive	25 homes
Leeming Bar	LEB 1: Harkness Drive	85 homes
Leeming Bar	LEB 2: Foundry Way	80 homes
South Otterington	SOT 1: Beechfield	40 homes
Total		1,599 homes

- 4.12 A total of 1,599 homes are proposed to be allocated across 18 sites around the district. The majority of the sites identified are of a mid-range scale of between 20 and 85 homes. In Northallerton, Thirsk, Easingwold and Stokesley four sites are proposed in excess of 100 homes. The largest proposed allocation is at Northallerton where a total of 840 (gross) homes are to be delivered in total, with associated infrastructure requirements.
- 4.13 There are 5 key industrial sites in the district including Leeming Bar Industrial Estate (34ha), Northallerton Industrial Area (43.5ha), Dalton Old Airfield Industrial Estate (92.5ha), Thirsk Industrial Park (18.6ha), and Stokesley Industrial Estates and Business Parks (28.3ha).
- 4.14 Where appropriate the specific site specific infrastructure needs arising from allocations are addressed in each relevant topic through this IDP.

5 Transport

5.1 At a strategic level Hambleton district is adequately connected both to Tees Valley and the wider North East, Yorkshire and beyond with good access to the strategic road and rail network. Particularly in rural areas, local accessibility is heavily dependent upon the private car.

Figure 4: Key transport network in Hambleton



- 5.2** North Yorkshire County Council has a key role in transport provision in Hambleton reflecting its position as the Local Highway Authority. The Local Transport Plan (LTP) is a statutory document that sets out priorities and objectives for development of transport. The Plan is then used for bids from government and as the policy basis for transport measures. The North Yorkshire Local Transport Plan 2016 (LTP 4)⁴ includes Hambleton, providing a long term strategy for the period 2016 to 2045.
- 5.3** There are five strategic objectives in LTP 4 including:
1. Economic growth – with priorities focused upon highway maintenance, tackling congestion and addressing the impacts of peripherality.
 2. Improving road and transport safety – with actions focused upon education and engagement with road users and the public, enforcement and engineering to address problem junctions and maintenance.
 3. Access to services – with actions again focused upon highway maintenance and helping to maintain core bus services to enable access for those without a car to essential services.
 4. Environment and climate change – covers wide ranging issues but includes tackling road noise and pollution, air quality management, reducing carbon emissions and adapting to climate change, enhancing public spaces and townscape, and respecting the historic and natural environment.
 5. Promoting healthier travel opportunities – including where appropriate ensuring provision of the infrastructure that will enable people to switch to more walking and cycling; working with Local Authorities to ensure new development provide suitable facilities to encourage healthier travel choices.
- 5.4** Reflecting agreed priorities for the York, North Yorkshire and East Riding Local Enterprise Partnership and Strategic Economic Plan (YNYER SEP) the LTP4 outlines a range of strategic transport priorities:
- Improving east-west connectivity;
 - Improving access to the rail network, both conventional and high speed rail; Ease congestion in key growth towns, including Northallerton;
 - Improving long distance connectivity to the north and south.
 - Enhance the reliability of our transport network.
- 5.5** The Hambleton Local Plan Transport Issues 2016⁵ was prepared following completion of LTP 4 and developed to review key transport issues in Hambleton. The conclusions of this work are focussed particularly upon the optimum spatial strategy that should be pursued for development in the district in response to identified transport issues. This recommended three preferred options based upon growth along the district's transport corridor's, growth focused upon the five towns or growth at the five towns and villages.
- 5.6** More detail on the road network, public transport, walking and cycling is provided in the sections below.

⁴ [North Yorkshire Local Transport Plan](#)

⁵ [Hambleton Local Plan Transport Issues 2016](#)

The road network

- 5.7** Highways infrastructure covers both the strategic road network and local roads within the district. Responsibility for highways infrastructure is divided across two main bodies.
- Highways England is responsible for managing the motorway and trunk road network across the country.
 - North Yorkshire County Council (NYCC) is the Highways and Transport Authority, and is responsible for all other public highways. NYCC is also responsible for preparing the Local Transport Plan, which sets out local transport policy and identifies areas in need of improvement, including a long-term transport strategy for the County.

Current provision and aspirations

- 5.8** Both the A1 and A19 pass through the district with the key A168 link connecting the A1(M) and A19 just to the south of Thirsk. The district's network of local routes provides access through the area connecting towns and villages.
- 5.9** The strategic road network in Hambleton has seen substantial investment over recent years.
- The A1 to A1(M) project has seen the route through Hambleton widened to three lanes substantially improving journey times and highway safety. Work through the district initially extended from Dishforth in Harrogate, to Leeming Bar and completed in 2012. This was followed by widening of the Leeming Bar to Barton section, completed in March 2018.
 - The Bedale, Aiskew and Leeming Bar bypass at Leeming Bar, integrated with a new interchange at Junction 51 of the A1(M) providing a new 4km stretch of the A684 in 2014.
- 5.10** There are also a number of works that have recently been completed or are currently underway, that include:
- Sowerby Gateway - a limited access junction only providing a north bound off-slip and south bound on-slip has been enhanced to provide four way access to the A168 from the B1488. The Sowerby Gateway Junction Improvement Scheme is associated with a large residential, retail and mixed use developments south of Thirsk.
 - North Northallerton Link Road – This new link road is being developed in conjunction with the construction of around 900 new homes, a school, rail bridge, commercial and leisure facilities. The North Northallerton Link Road currently under construction between the A167 Darlington Road and A684 Stokesley Road is required in order to mitigate the traffic impact generated by the development proposal. The scheme includes the delivery of a new bridge crossing over the existing Northallerton to Middlesbrough railway line providing an alternative to the current level crossing on the A167 / High Street. This new link is expected to be completed in 2020.
- 5.11** There are a number of potential highway improvement schemes that have been considered across a range of documents including the LTP4, the YNYER SEP and within the Local Plan Transport Issues Assessment. These include a range of

proposals that would support wider strategic and cross boundary priorities. These proposals whilst supportive of overall growth in Hambleton are not directly linked to development proposals within the Local Plan. They include:

1. Upgrade the A168 / A19 corridor between Dishforth and Teesside to Expressway standard. A strategic proposal to support the LTP4 objective to continue to improve north–south connectivity.
2. Road safety improvements from the A167 from Topcliffe to the A61.
3. Road safety improvements along the entire cross country route of the A684 from Leeming Bar in Hambleton to the M6 in Cumbria.
4. A19 Shipton by Benningborough by-pass to the south of the district to reflect potential improvements that would be required subject to growth north of York.

Initial local highway modelling and identified requirements

5.12 As development of the revised Local Plan has progressed, discussions have been ongoing with North Yorkshire County Council regarding potential highway impacts required as a result of proposed growth. To support these discussions NYCC Highways Authority undertook transport modelling across the area and have provided feedback to the Council on potential requirements.

5.13 It should be noted that modelling work was not undertaken for junctions in the Thirsk area or Leeming Bar/Bedale Area due to the timing of upgrade to the A1(M), delivery of the Leeming Bar by-pass, and the new 4-way junction on A168 at Thirsk. This was in order to allow a period of time for travel patterns to respond to improvements and ensure that any future modelling accounts for the improvements. Further detailed modelling will be required following the opening of North Moor Road, the new link road being constructed between the A167 Darlington Road and A684 Stokesley Road.

5.14 However, feedback from the NYCC Highway Authority has identified a number of local network improvements.

5.15 As a result of existing commitments and growth the assessment undertaken by the Highway Authority concluded that the junctions that were at or likely to reach capacity by 2035 all fall within Northallerton and include:

1. Friarage Street/ East Road / Bullamoor Road roundabout; A167 East Road / The Link junction;
2. A167 / A168 / B1333 / East Road roundabout
3. A167 Darlington Road/ B6271 Yafforth Road roundabout.

5.16 In the Highway Authority's view the majority of junctions and junction arms are operating at capacity in the base year 2017. A number of additional junctions to those identified above were considered to reach capacity by 2035 on the basis of commitments, background growth and local plan allocations.

Northallerton

1. High Street B1333 / Friarage Street roundabout;
2. High Street B1333 / Romanby Road signalised junction;
3. Friarage Street/ Brompton Road roundabout;

4. A167 East Road / The Link junction;

- 5.17** A range of site specific improvements have been identified and will be required to enable development to proceed.
- 5.18** A range of junctions are also identified for improvement in Easingwold and Stokesley. However, the assessment of the Highway Authority is that they operate within capacity at 2035 with background growth, existing commitments and local plan growth.

Easingwold

1. Raskelf Road/ Knott lane priority junction
2. Committed scheme - mini-roundabout at Stillington Road/ York Road; and
3. Thirsk Road/ Church Hill / Long Street/ Raskelf Road – mini-roundabout.

Stokesley

1. Helmsley Road/ High Street/ Springfield/ access to the Co-op – roundabout; and
2. Thirsk Road/ West End/ Westlands junction.

Further local highway network modelling

- 5.19** Following the conclusions of the initial junction assessment above, a Mitigation Design Report (2018) was commissioned to identify potential measures that could be taken. The Mitigation Design Report (2018)⁶ demonstrated that mitigation solutions that would offer the required capacity at the assessed junctions would necessitate a wider reaching approach, with a more comprehensive scope, than the original junction assessment has permitted.
- 5.20** NYCC Highway Authority have consequently sought further investigation of the local highway network, including detailed modelling of the transport network in Northallerton. This will consider all influencing factors, including those beyond the scope of the Local Plan affecting the local highway. The Council will work closely with NYCC during this process to ensure the delivery of the Local Plan and in supporting the delivery of necessary mitigation.
- 5.21** Whilst this further work is ongoing, and creates some uncertainty regarding the capacity requirements of the highway network over the longer term, this is not expected to affect the overall deliverability of the Local Plan. A sufficient range of deliverable sites are in place and capable of coming forwards during the first five years of the Plan. Meanwhile, the policy approach outlined in the emerging Plan will enable flexibility regarding the delivery of sites and provision of necessary infrastructure improvements.
- 5.22** Any proposals coming forward in Northallerton, Thirsk, Bedale/ Leeming Bar in advance of the Local Plan review will need to agree the scope of Transport Assessment with North Yorkshire County Council, Hambleton District Council and where necessary Highways England. Applicants will be required to consider the cumulative impact including relevant local plan allocations so that their delivery is not adversely affected. The identification of these areas does not mean that these are the only areas which will need to be assessed when planning

applications come forward.

Public transport, walking and cycling

- 5.23** Public transport services are a vital means of maintaining accessibility. As a rural district across much of Hambleton, public transport provision is increasingly a lifeline for those who do not have or cannot make use of a private car. Rail services provide important connections over longer distances whilst a blend of commercial and community bus services provide precious connections for residents.
- 5.24** NYCC assume much of the strategic responsibility for administering and developing policy for rail and bus provision across the County and within North Yorkshire. This role is delivered through the North Yorkshire Integrated Passenger Transport service. The North Yorkshire LTP4 prepared establishes the overarching strategy for rail and bus services across North Yorkshire.
- 5.25** Feedback provided by NYCC in preparation of the Local Plan has established that general terms an approach that concentrates growth in accessible locations such as Market Towns and Service Villages that already have some level of public transport service would be supported. In general new developments will be expected to support existing services to improve their sustainability.
- 5.26** The responses received from NYCC also highlight the challenges of trying to improve or create sustainable passenger services in response to specific developments. Typically such an approach requires substantial start-up funding in order to subsidize provision in the early years and typically such services are unlikely to be sustainable unless the development can create a sizable passenger user base. This highlights that most residential developments that are not of a strategic scale sufficient to generate their own demand will need to support and be accessible to existing public transport provision.

Rail

- 5.27** At the strategic and cross-boundary level, the area benefits from good strategic rail connections. Northallerton railway station is located on the East Coast Mainline. Services provided by LNER connect to London Kings Cross within three hours with up to four services per hour and north to Newcastle and Edinburgh. The station is also served by Trans Pennine and Grand Central trains giving direct connections to Sunderland, Tees Valley, Manchester and Liverpool. The railway station at Thirsk is also served by Trans Pennine and Grand Central to access a range of destinations including London, Manchester and Newcastle, but on a less frequent basis than Northallerton.
- 5.28** The wider aspirations for rail provision set out within LTP4 include:
- Maximising opportunities presented by the introduction of HS2.
 - Development of Parkway stations which are easily accessible from a wide rural hinterland that could supplement and / or replace existing station facilities.
 - Upgrade of East Coast Main Line & Trans Pennine networks, to increase capacity and reliability of the network, including further recognition of its role as a key freight route to access major port facilities at Teesport.

- New rail links from Leeds to Harrogate (pre 2030) then Ripon to Northallerton

- 5.29** The LTP4 highlights Darlington, York and Leeds as potential hub stations for the new HS2 rail line as part of its delivery in Yorkshire and the North East. As such, for Hambleton District Council linkages from the district to new or improved stations service HS2 will be important to ensure the area can take full advantage of the improved travel times.
- 5.30** Proposals to make more use of the rail link through Hambleton to Teesport for freight transport could play an important role in regional economic growth. Locally increased traffic on the rail line as it passes through Northallerton could present challenges as greater frequency and longer trains see the level crossing at the A167 High Street closed more frequently.
- 5.31** Each of the wider ambitions for rail transport in North Yorkshire and Hambleton are supportive of the areas overall strategy for economic growth. No issues have been identified that would suggest there are any existing deficiencies or issues regarding rail travel that would impact the deliverability of the Local Plan.

Buses

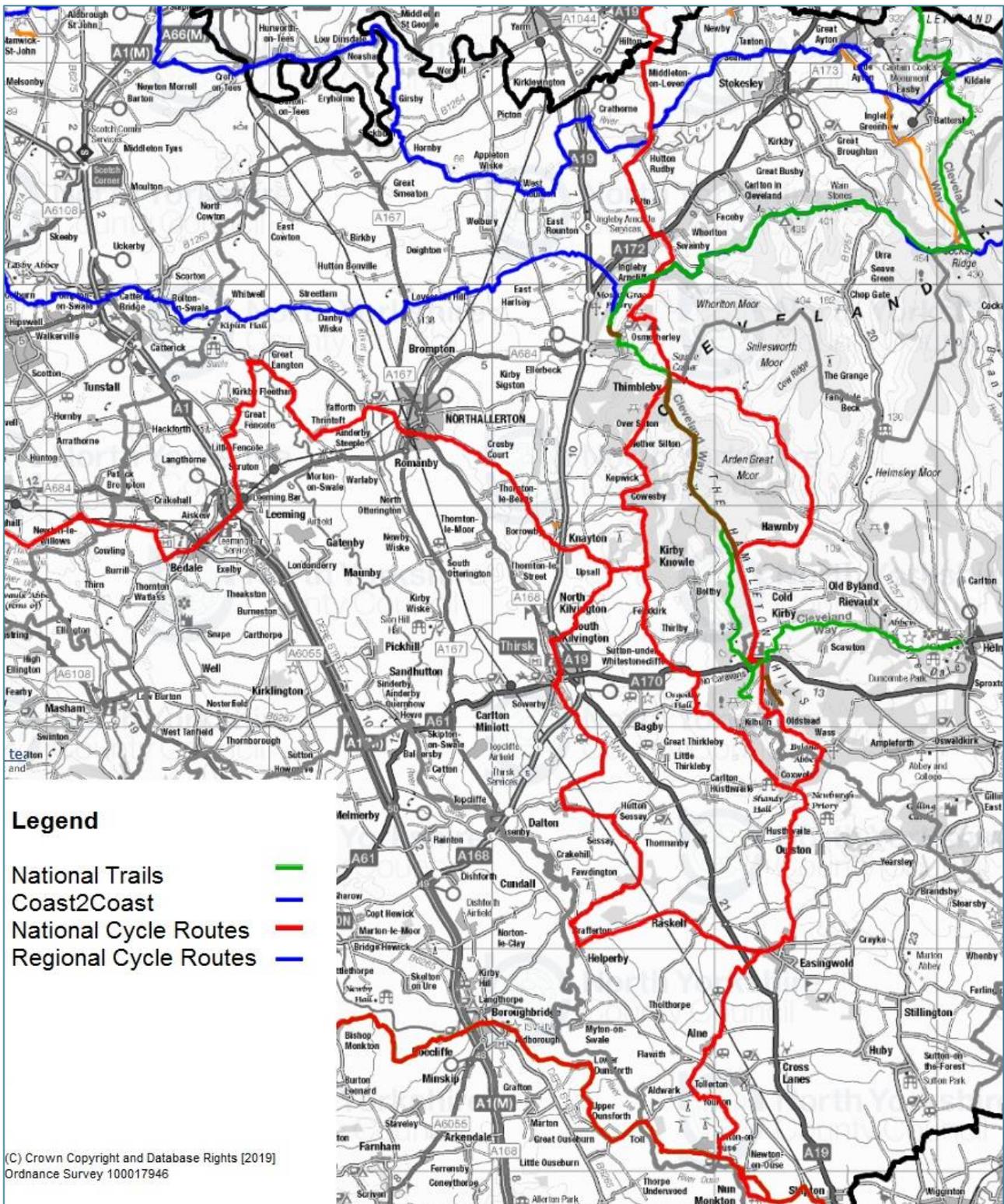
- 5.32** For the wider district access to the strategic rail network is limited as accessibility continues to rely heavily on the private car. A network of bus services across the district provides a level of provision. Buses are operated predominantly by a range of providers largely made up of local companies, North Yorkshire County Council and with some services operated by Arriva.
- 5.33** Accessibility is a particular issue in rural areas in and around Easingwold and Stokesley where there are limited alternative sustainable travel options. Reflecting the depth of the accessibility challenge in these areas services such as the Hambleton and Northallerton Wheels to Work, a moped loan scheme that helps people get to work, apprenticeships, or training, where no other form of transport is available.
- 5.34** NYCC are responsible for maintaining bus stops and shelters across North Yorkshire. NYCC also administer a range of services including community transport, demand responsive transport and an accessible mini-bus service.
- 5.35** The LTP4 includes a set of priorities for maintaining bus services across North Yorkshire. These are focused particularly upon maintaining and growing Community Transport Services and working with commercial operators to encourage them to take more 'supported' risk to grow marginal routes and deliver a larger sustainable commercial local bus sector overall.
- 5.36** No issues have been identified that would suggest there are any existing deficiencies or issues regarding rail travel that would impact the deliverability of the Local Plan. However, it is anticipated that most major new development that comes forward will be required to ensure it provides access to sustainable transport options.
- 5.37** Access by public transport will need to be considered for individual sites through Transport Plans and Studies and contributions to support public transport services such as through new routes, diversions or increased frequencies, or to ensure

residents are able to access public transport opportunities may be required.

Walking and cycling

- 5.38** Travel by walking and cycling can provide massive benefits for the health and wellbeing of residents and can be a simple and straightforward way to access essential services and facilities, get to work or simply enjoy leisure time.
- 5.39** The public rights of way network includes:
- Footpaths – over which the right of way is on foot only.
 - Bridleways – available for pedestrians, horse riders, and pedal cyclists.
 - Restricted byways – for all traffic except mechanically propelled vehicles i.e. except for motor vehicles or motorbikes.
 - Byways open to all traffic – carriageways over which the right of way is on foot, on horseback and for vehicular traffic, but which are used mainly for walking, riding and cycling.
 - Cycle tracks – a way over which there is a right of way on pedal cycle and possibly also on foot. (Cycle tracks arise as a result of conversion from footpath to ‘cycle track’ under the Cycle Tracks Act 1984 or a construction under the Highways Act 1980).
- 5.40** NYCC manage the Public Rights of Way network through Hambleton and maintain the definitive map of Rights of Way in the County. NYCC also provide an online mapping service that identifies the public rights of way network across the County.
- 5.41** Within Hambleton there is an extensive network of footpaths, bridleways and other routes. However, reflective of the larger rural nature of the district, cycle networks are focused particularly upon national routes. Key routes and paths in Hambleton include:
- National cycle routes
 - Route 65: This runs from Hornsea to Middlesbrough and also forms a part of the Trans Pennine Trail
 - 71 – This route makes up the western third of the Coast to Coast route between Whitehaven or Workington and Blencow (Penrith). It continues south east from Penrith via Appleby-in-Westmorland and Northallerton to meet National Route 65 - the White Rose Cycle Route - at Kirby Knowle.
 - 656 - Starting at Coxwold, the route heads to Hawnby and then onwards where it connects to Route 65 before Osmotherley. This is a very strenuous route, and is mainly on-road and an alternative to the lower level Route 65.
 - 657 - Route 657 offers an alternative to following Route 65, which travels near to the North York Moors and past Felixkirk, and instead takes you through Thirsk.
 - 688 - Route 688 takes you from Winterburn to Linton-on-Ouse and is the central part of the Way of the Roses cycle route.
 - Regional cycle route 52 – Walney to Whitby a 151 mile route links Walney Island on the south western tip of Cumbria's Irish Sea coast to Whitby.
 - Cleveland Way National Trail – 109 mile long trail that circuits the western, northern and eastern boundaries of the North York Moors National Park.
 - Way of the roses - (Morecambe to Bridlington)

Figure 5: Key cycling routes and trails



Allocated sites over 100 dwellings highway and access requirements

5.42 NOR 1: Winton Road, Northallerton

- Vehicle, cycle and pedestrian accesses from Stokesley Road to the west and Bullamoor Road to the south.

- A route through the site is required linking the two main access points.
- Secondary access will be taken from Thorntree Road.
- Extend and improve pedestrian and cycle links through the site and surrounding area.
- Mitigate other off-site junction issues across Northallerton.

5.43 TIS 1: Station Road, Thirsk

- Vehicle, cycle and pedestrian access will be taken from Station Road. The number of access points onto Station Road must be agreed with North Yorkshire County Council.
- The cumulative impact of traffic generation from this site and 'CM 1: Ripon Way, Calton Miniott' will need to be assessed. Advice should be sought from North Yorkshire County Council.
- Works are required to extend and improve pedestrian links, including extension to the public rights of way network to the south.

5.44 EAS 1: Northeast of Easingwold Community Primary School, Easingwold

- Vehicle, cycling and pedestrian access is to be taken from Husthwaite Road. Widening of the site frontage at Husthwaite Road to its junction with Thirsk Road may be necessary.
- Works are required to extend and improve the pedestrian links to the local centre and design and site layout will need to encourage safer routes to school through appropriate pedestrian and cycle links through the site.

5.45 STK 1: North of The Stripe, Stokesley

- Vehicular, pedestrian and cycle access point/s are to be taken from Westlands, with secondary/ emergency access from Hebron Road/ The Stripe.
- The public right of way that runs across the site will be retained and enhanced.
- Extending and improving the pedestrian links to the local centre including the extension of the footway, appropriate pedestrian crossings will be required. Works will be required towards the provision/ development/ maintenance of the Stokesley/ Great Ayton Cycleway.

6 Utilities

6.1 Utilities infrastructure is considered in terms of four sub-categories:

- Water
- Electricity
- Gas
- Telecommunications

Water supply and waste water

6.2 Water supply and waste water disposal functions in the UK are undertaken by a number of water and sewerage companies who are the statutory undertakers for the respective functions (some companies exclusively supply water). Water and sewerage companies (WaSCs) have a general duty to provide water supply and sewerage to new development. The content of adopted development plans and liaison with local planning authorities are therefore critical to investment planning by water companies.

6.3 The principal duties of a water and sewerage undertaker are set out in the Water Industry Act (WIA) 1991. Section 37 of the Act places a duty upon a water undertaker to develop and maintain an efficient and economical system of water supply within its area. Similarly Section 94 places a duty upon a sewerage undertaker to provide, improve and extend a system of public sewers to ensure that its area is effectively drained.

6.4 Yorkshire Water is appointed as the water and sewerage undertaker for the southern part of Hambleton. Northumbrian Water provide water and sewerage services to the northern part of the district for the Stokesley area, including Great Ayton, Great Broughton and Hutton Rudby as well as several smaller villages.

6.5 The Water Services Regulation Authority (Ofwat) is the economic regulator of water and sewerage companies in England and Wales. For every five year asset management planning (AMP) cycle, companies submit a business plan to Ofwat. The plans set out each company's view of what it needs to do to maintain its assets, improve services to customers and deal with its impact on the environment. The funding is linked to the setting of customer bills (the so-called "price review" or PR). Any new infrastructure requirements which arise after agreement of the five year AMP will normally be considered for the following AMP period if they cannot be accommodated within the current capital programme. AMP 6 covers the period 2015 to 2020, and AMP 7 2020 to 2025.

6.6 The Environment Agency (EA) is the environmental regulator for the water industry and sets water quality standards to ensure compliance with, for example the Water Framework Directive. The Drinking Water Inspectorate (DWI) effectively undertakes the same function, but as the by the requirements of the EA and DWI and, where works are required to meet new regulatory/legislative requirements, growth would be accommodated in the design of the project.

6.7 Under Section 106 of the WIA 1991, developers have a right to connect to the existing sewerage system. The developer is required to fund the connection to the sewer and the cost of any on-site sewerage. Should the developer need to cross third-party land in order to connect to the existing sewerage system then they can requisition the sewerage undertaker to provide a new sewer under Section 98 of the WIA 1991. Requisitions are funded by the developer but

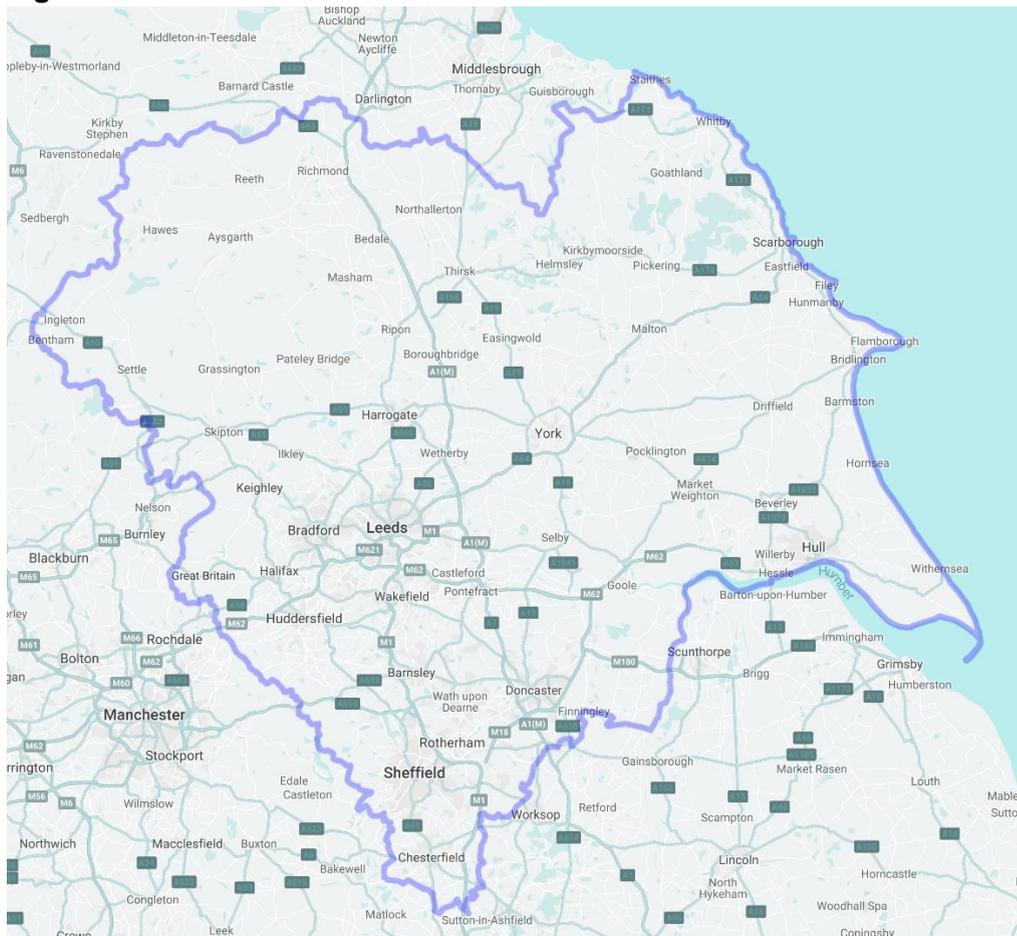
the cost is discounted to take account of income received from new sewerage charges over a 12 year period.

- 6.8 When a developer wishes to proceed with a particular site, they can requisition the appropriate water company to provide local network infrastructure in accordance with the relevant provisions of the WIA 1991 (Section 98 for sewerage and Section 41 for water). The cost of this is shared between the developer and undertaker in accordance with provisions of the legislation.
- 6.9 Northumbrian Water and Yorkshire Water offer pre-planning sewerage enquiry services which landowners, developers and applicants can access to ascertain the waste and water supply status of a site. These services can be utilised at any stage prior to the submission of a planning application. Developers are encouraged to contact the relevant company on any matters relating to water supply and waste water as this may affect their planning application.

Yorkshire Water

- 6.10 Yorkshire Water service the majority of Hambleton district excluding the northern portion of the district.

Figure 5: Yorkshire Water service area



- 6.11 The current Yorkshire Water (YW) for AMP6 runs from 2015 to 2020 takes into account the level and distribution of growth contained within the Hambleton Local Development Framework.
- 6.12 YW has commenced business planning for AMP7, for 2020 to 2025. YW have informed the

council that investment in AMP7 will be set to maintain the existing water supply and sewerage network, and allow for growth. Population forecasts that inform the business plan to be submitted to YW's regulators are undertaken using ONS trend based data and where available, local authority local plans.

Key points:

- There is no investment planned in Northallerton up to 2020.
- No investigative work or actual works until post 2020 in Easingwold. The nature of works is yet to be determined.
- Infrastructure is funded by YW if planned as an allocation in the local plan or by the developer if the site comes through as a windfall or before planned phasing.
- YW await details from the Environment Agency on water quality targets which will inform investment in waste water treatment.
- YW has commissioned work on population projections for Hambleton, drawing on likely allocations in the new plan.

Northumbrian Water Ltd

6.13 Northumbrian Water Ltd serve a relatively small portion of Hambleton to the north of the district.

Figure 6: Northumbrian Water service area

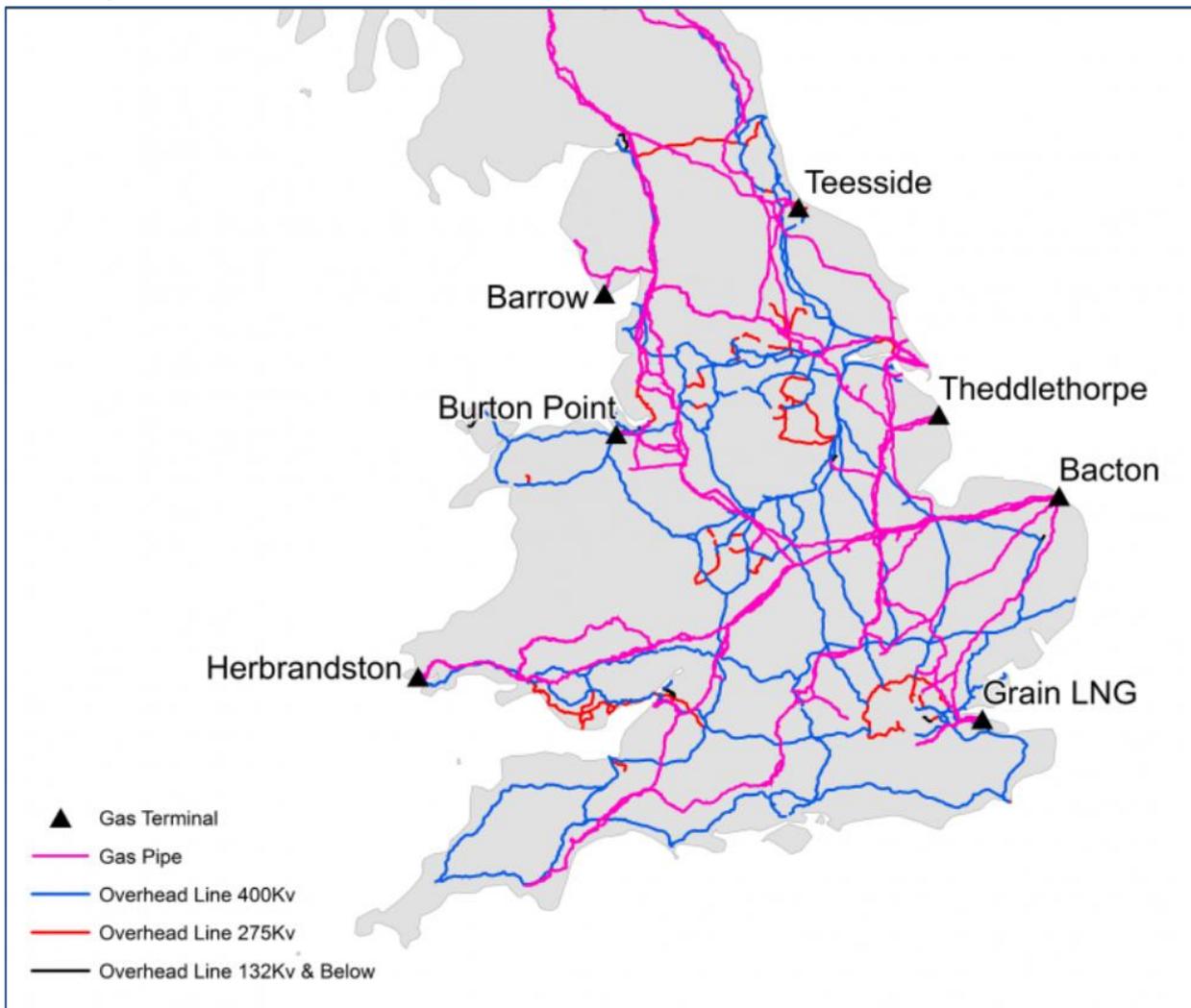


- 6.14** NW have informed the Council that a range of options are being reviewed to consider the most appropriate investment in the Stokesley drainage area. This review includes assessment of flows and capacity at sewage pumping stations and other sewage treatment works in the area, further investigations of the existing assets and also a review of new development including pre-development enquiries, planning applications and build rates. This final part should inform discussions around phasing development with investment in the area.
- 6.15** Northumbrian Water (NW) have informed the Council investment should be avoided in areas where a development may not proceed due to other factors, they consider the granting of planning permission to be the point at which there is certainty that a development will proceed. As a result, it is at this stage that they will commence further investigation work.
- 6.16** NW are supportive of the requirement to agree phasing with developers where the review of the drainage area study capacity factors has identified potential capacity issues downstream. However, NW would generally seek to agree this phasing with the developer through the planning application process, rather than through the Local Plan, when there is more certainty of development proceeding.
- 6.17** NW therefore suggest that it could be stated that the need for further investigation may mean that sites are not able to come forward immediately, rather than in the first five years, as investigation works could take six months, or an agreed phasing plan could resolve the issue, for example. This approach would allow NW to align its investment with proposed developments moving forward, using the submission of a planning application as a trigger for further investigation.
- 6.18** Critically NW have not identified any water supply or waste water infrastructure improvements that are required to enable development of the local plan allocation in the area of the district that they serve.

Electricity and gas

- 6.19** Electricity and gas networks are nationally managed major infrastructure and planning to address overall capacity and connections to the gas and electricity network requires consideration at scales over and above the delivery of the Local Plan. In terms of Hambleton's position within the overall gas and electricity network, its location just south of Teesside places it in a strategic location for distribution.

Figure 7: Gas and electricity networks



National Electricity Transmission Network

- 6.20** National Grid Electricity System Operator (NGESO) operates the national electricity transmission system across Great Britain and National Grid Electricity Transmission plc (NGET) owns and maintains the network in England and Wales, providing electricity supplies from generating stations to local distribution companies. The company does not distribute electricity to individual premises directly. It is the role of local distribution companies to distribute electricity to homes and businesses.
- 6.21** National Grid has informed the Council that specific development proposals within the Hambleton area are unlikely to have a significant direct effect upon National Grid's electricity transmission infrastructure. Generally, network developments to provide supplies to the local distribution network are as a result of overall regional demand growth rather than site specific developments.
- 6.22** Local electricity distribution network which supplies electricity from the national electricity transmission system direct to households and businesses. If new infrastructure is required in response to an increase in demand across the local electricity distribution network Northern Powergrid may request improvements to an existing National Grid substation or a new grid supply point.

Northern Power Grid

6.23 Northern Powergrid (NPG), as the distribution network operator covering Hambleton provided comments on sites submitted through the call for sites process which were 10ha or greater, with a view to identifying sites which:

- Can be supplied from existing infrastructure - with Low Voltage (LV) supply from existing mains;
- Require local reinforcement such as a transformer change and/or LV mains;
- Require a new or upgraded Sub Station; and
- Require major infrastructure works such as a High Voltage (HV) Loop into the site.

6.24 The following assumptions were applied by NPG when commenting on sites:

- 25 Houses per hectare
- 2kW demand per property
- No Photo-Voltaic solar panels or other on-site generation

6.25 Prior to specific assessment it is generally considered that demands of:

- less than 500kW can potentially be connected to local high voltage network or local low voltage network (sites less than 10ha)
- between 500kW and 1MW would require a new GM SS (sites between 10ha – 20ha) greater than 1MW would require a new GM SS with potentially major reinforcement (sites greater than 20ha)

6.26 NPG concluded that each individual site will need to be fully assessed on a case by case basis, depending on the demand which is required should multiple sites be connected to the same local network as this may impact the amount of reinforcement which is required to connect the proposed demand.

6.27 NPG confirmed that demand from development would be met which requires infrastructure work outside of their planned programme.

6.28 The only site that is proposed for allocation (excluding Sowerby Gateway and North Northallerton schemes which already have planning permission) which NPG identify as needing major reinforcement is NOR 1: Winton Road on the northeast fringe of Northallerton. At this point it is not expected that this requirement cannot be met and overall as a major development site the need for reinforcement in terms of sub-station.

Gas

6.29 National Grid Gas plc (NGG) owns and operates the high pressure gas transmission system in England, Scotland and Wales. It has a duty to develop and maintain an efficient coordinated and economical transmission system for the conveyance of gas and respond to requests for new gas supplies in certain circumstances.

6.30 New gas transmission infrastructure developments (for example pipelines and associated installations) are periodically required to meet increases in regional demand and changes in patterns of supply. Developments to the network occur as a result of specific connection requests, for example power stations, and requests for additional capacity on the network from

gas shippers. Generally, network developments to provide supplies to the local gas distribution network are as a result of overall regional demand growth rather than site specific developments.

Northern Gas Networks

- 6.31** Northern Gas Networks (NGN) is the gas transporter that owns and operates the gas distribution zone network in Hambleton (although there are also a number of independent gas transporters that operate within the district). NGN does not supply gas, but provides the networks through which it flows. NGN infrastructure in Hambleton covers all of the major conurbations and many of the smaller villages, although some rural areas have no networked gas provision at all.
- 6.32** NGN publishes a long term development statement (LTDS) annually, the latest version being the [Long Term Development Statement 2018](#). The LTDS provides a ten-year forecast of transportation system usage and likely system developments that can be used by companies contemplating connecting to the gas network, entering into transport arrangements, or wishing to identify and evaluate opportunities.
- 6.33** As well as having an obligation to develop and maintain an efficient and economical pipeline system, distribution operators such as NGN are required to comply with any reasonable request to connect premises, provided that it is economic to do so.
- 6.34** All costs associated with the connection to the existing gas network and works downstream of this are generally fully funded by the customer (either the consumer, developer or consortium, etc.). If it is necessary to reinforce the network upstream of the connection point, an Economic Test is applied to these costs (based principally on the size of the load and the nature of the upstream network), the result of which being that none, part, or all of the upstream reinforcement will be funded by NGN. However, providing connections is a competitive arena and other parties are also able to provide the downstream infrastructure. These can be either utility infrastructure providers (UIPs) who will install the pipes to the appropriate standards and then pass ownership to NGN, or independent gas transporters who will install and subsequently own the infrastructure.
- 6.35** NGN would generally look at specific development proposals to understand the implications and costs of new connections to their existing network. Any view beyond a 5 year time horizon is more uncertain. Any connections that require crossings of major watercourses or major highway routes are generally more difficult, and therefore more expensive.
- 6.36** NGN is subject to regulation from OFGEM who approve business plans along with incentives and outputs agreed within eight year price control periods. Rather than speculatively investing to anticipate future demand, development of the network is based on customer requests for new connections and also considers potential growth published in local authority development plans.
- 6.37** As well as costs of new infrastructure to supply gas to areas of new development another potential area of cost is the diversion of existing gas pipes that run through proposed development sites. These costs are generally fully funded by the customer (either the consumer, developer or consortium, etc.). The cost of diverting the higher pressure gas mains, whether these are for national or local transmission, can have a much more significant effect on the economic viability of development.

- 6.38** NGN have provided further site specific information by checking each of the preferred sites in the draft Local Plan against the capacity on their medium pressure infrastructure as to which sites:
- have sufficient capacity on the medium pressure network; may require reinforcement to the medium pressure network; are off-gas; and
 - may require diversion of existing NGN infrastructure.
- 6.39** In doing this check NGN have taken into account current and anticipated demand from housing and employment sites with planning permission (where sites are still in development or yet to start).
- 6.40** The sites have not been checked against the capacity of the low-pressure network, and some sites may require localised reinforcement to this infrastructure. For the sites not currently fed by the gas network, it does not mean that they cannot be supplied, although this will require investment in new infrastructure in the form of a long feeder main to supply the site. NGN are unable to provide costs at this stage, as the only way to obtain even indicative costs for required infrastructure for new connections is via formal submission of site specific details (such as site layouts, housing mix and site gas demands) to their connections team.
- 6.41** Where the site comment provided by NGN states ‘possible reinforcement required’ or ‘local reinforcement may be required’, this means there is sufficient capacity in the medium pressure infrastructure to support these sites. However, adding these to NGN’s forecast models causes the pressure to drop below the pressure that NGN needs to maintain and so would require reinforcement of the network. These would be dealt with accordingly when sites are progressed and full enquiries are made.
- 6.42** Where the site comment provided by NGN states ‘capacity issues’ or ‘out of capacity in medium pressure infrastructure’, this means there is not sufficient capacity in the medium pressure infrastructure to support these sites. Again, these would have to be dealt with accordingly when sites are progressed and full enquiries are made. Although they do represent more of an issue than the need for a local reinforcement to the network, it does not necessarily mean that development cannot take place.
- 6.43** NGN has stressed that their network analysis has been undertaken based on information available to them at that point in time. The analysis is intended as a guide only and does not constitute any form of capacity reservation, and specific enquiries would be required for them to provide any firmer commitments on capacity/ costs.
- 6.44** Based on NGN forecast modelling expects that there will be capacity constraints at Thirsk, Sowerby, Topcliffe and Dishforth due to the number of developments being delivered. NGN have advised they will put plans in place to mitigate this when required and this will be updated in future revisions of the IDP.

7 Telecommunications

- 7.1** Telecommunications generally refers to the mobile telephone network and broadband internet access. Openreach owns and looks after the fibres, wires and cables that connect the country through telephone and broadband. Openreach was formerly a subsidiary of BT but in 2018 more than 31,000 people transferred from BT into the new Openreach Limited in the largest TUPE transfer of people in UK corporate history.
- 7.2** Openreach are committed to accelerated the role out of superfast broadband nationally and aim to get FTTP broadband to three million homes and businesses by 2020.
- 7.3** Meanwhile the mobile phone network is operated by a range of providers. There are currently four main operators in England:
- 3 / Three
 - EE
 - O2
 - Vodafone
- 7.4** Mobile coverage is patchy reflecting the rural nature of much of the district. Broadly within the main towns 3G and 4G coverage can be secured both indoors and outdoors but in the wider district indoor services can be poor and some areas of the district have limited outdoor coverage. Today and over the Local Plan period the next generation 5G network will be rolled out. As providers focus upon major urban centres coverage of 5G in much of Hambleton is not expected to develop rapidly. The Council and north Yorkshire County Council will continue to work to encourage the development of this infrastructure in a manner sensitive to visual impacts upon the district.
- 7.5** Superfast North Yorkshire (SFNY) is the project aiming to bring superfast broadband to North Yorkshire. The project is built around a partnership between North Yorkshire County Council (NYCC) and BT to deliver fibre based broadband to the county but also brings together other initiatives by NYCC to address rural areas where the fibre based coverage is not available (the so called 'not' spots).
- 7.6** The SFNY project is managed on behalf of NYCC by NYnet, it's 100% owned broadband company, and is financed by a mixture of funds from Central Government (via Broadband Delivery UK-BDUK), Europe and NYCC.
- 7.7** Phase 3 is now in deployment, with a contracted delivery target of over 14,000 additional premises in North Yorkshire, the majority of which will be 'Fibre to the Home' which delivers ultrafast speeds.
- 7.8** The mapping on the [Superfast North Yorkshire website](#) is up to date and shows where superfast broadband is available now; where BT propose (initial desktop survey complete) and plan (physical ground survey complete) to rollout Phase 3 premises. It also shows the approximately 1,000 premises already delivered in Phase 3. Within Hambleton the mapping identifies that a significant proportion of homes should be able to access superfast broadband now.
- 7.9** Whilst the delivery of the Local Plan is unlikely to be constrained by shortfalls in broadband



and mobile connectivity, a failure to keep pace with growth can undermine the wider objectives of the local plan for investment. The connectivity of new developments to superfast broadband is often an issue as provision can depend upon the developer working with openreach or Superfast North Yorkshire to co-ordinate the roll out of adequate connections at an early stage. Reflecting objectives in the Local Plan to address and support the roll out of broadband where necessary conversations with applicants should be undertaken to encourage co-operation and support for enabling adequate connections.

8 Health and social care

8.1 Health and wellbeing is one of the four key priorities of the Council Plan and the Local Plan reflects this in recognising the importance of improved infrastructure to support a growing population, particularly an ageing population that has a greater amount of healthcare needs.

8.2 Quality of life in the district is considered to be good, with a high percentage of healthy, wealthy retirees who are mortgage free, but who are likely to be overweight or obese.

Health and wellbeing

8.3 North Yorkshire's health and wellbeing board is a formal committee of North Yorkshire County Council. The board is where leaders work in partnership to develop robust joint health and wellbeing strategies. These in turn set the North Yorkshire framework for commissioning of health care, social care and public health. The Health and Wellbeing Strategy for 2015 to 2020⁷. Some important ambitions for 2020 within the strategy of relevance to growth and delivery include:

- Fewer people saying that they feel socially isolated in their local communities.
- More people helped to self-manage their own care at home or through local community hubs.
- Improved employment opportunities, including rural areas and particularly for young people and those people who often face most barriers in the labour market - for example people with mental health issues, people with autism and people with disabilities.
- A higher proportion of young people taking up apprenticeships in North Yorkshire.
- Fewer people living in poor quality or inappropriate housing, or living in fuel poverty.
- A greater range of options for accessing exercise and fitness services.

Primary care

8.4 Providers of “primary care” are the first point of contact for physical and mental health and wellbeing concerns in non-urgent cases. These include general practitioners (GPs), dentists, opticians, and pharmacists. There are over 36,000 GPs in England working in over 8,300 practices. For urgent cases patients can visit a provider of urgent care such as an accident and emergency department.

8.5 The NHS is funded by taxation with a fixed budget available to spend on services for the whole population. The planning and purchasing power of NHS services is undertaken by organisations known as commissioners. They are responsible for assessing the reasonable needs of their populations and using their buying power as purchasers to secure services that are affordable and of the highest quality.

8.6 All GP practices are required to be a member of a Clinical Commissioners Group (CCG). CCGs were created following the Health and Social Care Act 2012 and replaced much of the role performed by the Primary Care Trusts (PCTs) in 2013. Some of the roles and

⁷ [North Yorkshire Health and wellbeing Strategy 2015 to 2020](#)

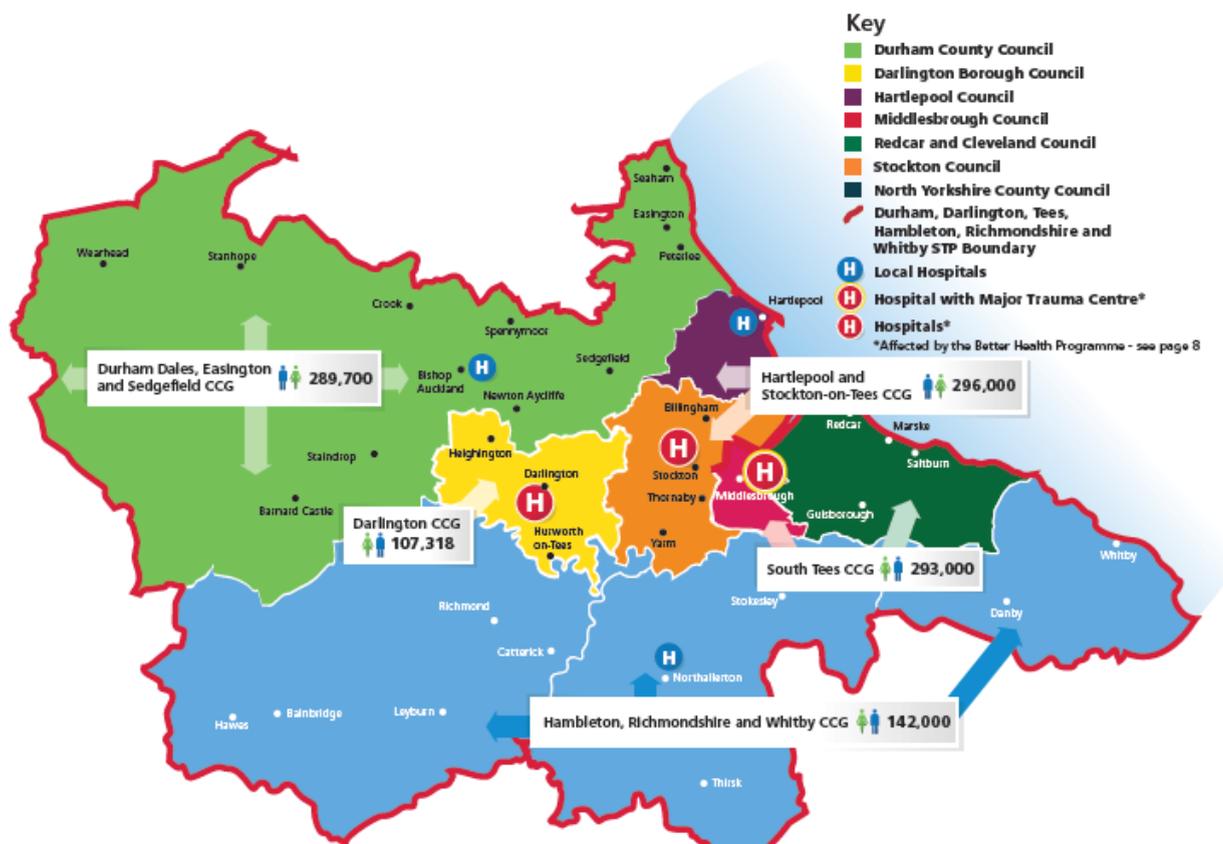
responsibilities of PCTs were transferred at the same time to local authority Public Health teams.

- CCGs provide the organisational infrastructure to enable GPs, working with other health professionals, to commission services for their communities.
- The local authority is responsible for improving the public health of the people in their area.

8.7 The structure of health services in Hambleton has recently changed with agreement announced in May 2019 of the proposed merger of the Hambleton, Richmondshire and Whitby Clinical Commissioning Group with the Scarborough and Ryedale CCG and the Harrogate and Rural district CCG. This merger if ratified by NHS England would come into operation from 1 April 2020.

8.8 This is alongside the transformation of the NHS covering the Durham, Darlington, Tees and North Yorkshire area. Changes to health services have seen the scaling back of services from Friarage Hospital in Northallerton with some patients now being advised to access services at St James Cook Hospital in Middlesbrough or York Hospital, which increases the difficulty of some patients to access services due to the rural aspect of the district.

Figure 8: Structure of health provision –The NHS in Durham, Darlington, Tees, Hambleton, Richmondshire and Whitby



8.9 There are a total of nine General Practice (GP) surgeries in Hambleton responsible for a population of approximately 90,500 residents. The overall extent of the current Hambleton, Richmondshire and Whitby CCG serves a total of 142,000 residents from 22 surgeries, and based upon the 2016 estates strategy the CCG had a total budget of £176.4m.

- 
- 8.10** The GPs across Hambleton perform an important role in the delivery of health services with one being a dispensing pharmacy as well. There are 14 other pharmacies in the district.
 - 8.11** The NHS and Clinical Commissioning Group identified that there is a need for a new healthcare facility in Easingwold with additional expansion of the medical centres in Thirsk and Stokesley. Health and social care infrastructure is considered in terms of nine sub-categories: Primary healthcare, GP Surgeries, Dentists, Pharmacies, Secondary healthcare overview, Hospitals, Mental health, community nursing and Adult social care.
 - 8.12** No feedback has been received from the CCG that would indicate a particular requirement for additional healthcare facilities as part of development.

9 Education

- 9.1** The Local Education Authority (LEA) has a duty to ensure there is sufficient capacity and a high quality of education provision for primary, secondary and special education needs (SEN) children and young adults, as well as an early years provision (EYP). For Hambleton, North Yorkshire County Council is the LEA and responsible for delivering education services.
- 9.2** Basic needs funding is given to local authorities by central Government each year to ensure there are enough school places for children in their local area. It is allocated on the basis of a comparison of forecast pupil numbers with school capacity, with shortfalls in capacity attracting government funding.
- 9.3** However, growth brought about by development is expected to make appropriate contributions to maintaining and enhancing the capacity of schools. The Department for Education expects local authorities to seek developer contributions towards school places that are created to meet the need arising from housing development⁸.
- 9.4** Schools are a crucial element of local infrastructure to deliver sustainable communities. The growth and contraction of local provision of school places must be considered alongside the development of the Local Plan and in particular its impacts on future housing provision.

Current Position

Special education provision

- 9.5** There are two special schools in Hambleton at Bedale and Northallerton. Catering for children with special educational needs and disabilities.
- The Dales School at Morton on Swale is an all age school is a co-educational special school for pupils with severe and complex learning needs.
 - Mowbary School in Bedale Our school educates and cares for pupils aged three to sixteen years who have an Education Health Care Plan, with a wide range of learning difficulties including:
 - Moderate, severe and complex learning difficulties
 - Speech, language and communication difficulties
 - Physical and sensory impairments
 - Dyspraxia
 - Social, emotional and behavioural difficulties
 - Autistic Spectrum Conditions including Aspergers
- 1.2** Furthermore the County Council operates three children centres in Bedale, Northallerton and Thirsk that are used by the County Council Prevention teams.

Primary and secondary education

- 9.6 Hambleton currently has 52 primary schools (age 4-11) which is a mixture of maintained schools, academies and faith schools.
- 9.7 There are five secondary schools that all offer sixth forms (age 11-18), with the exception of Bedale High School. These include:
- Bedale High, net capacity 935 pupils
 - Outwood Academy, Easingwold, net capacity 1,354
 - Thirsk School & Sixth Form, net capacity 1,250
 - Northallerton School & Sixth Form, net capacity 1,304
 - Stokesley School, net capacity 1,349

Figure 9: Secondary schools in the north of Hambleton

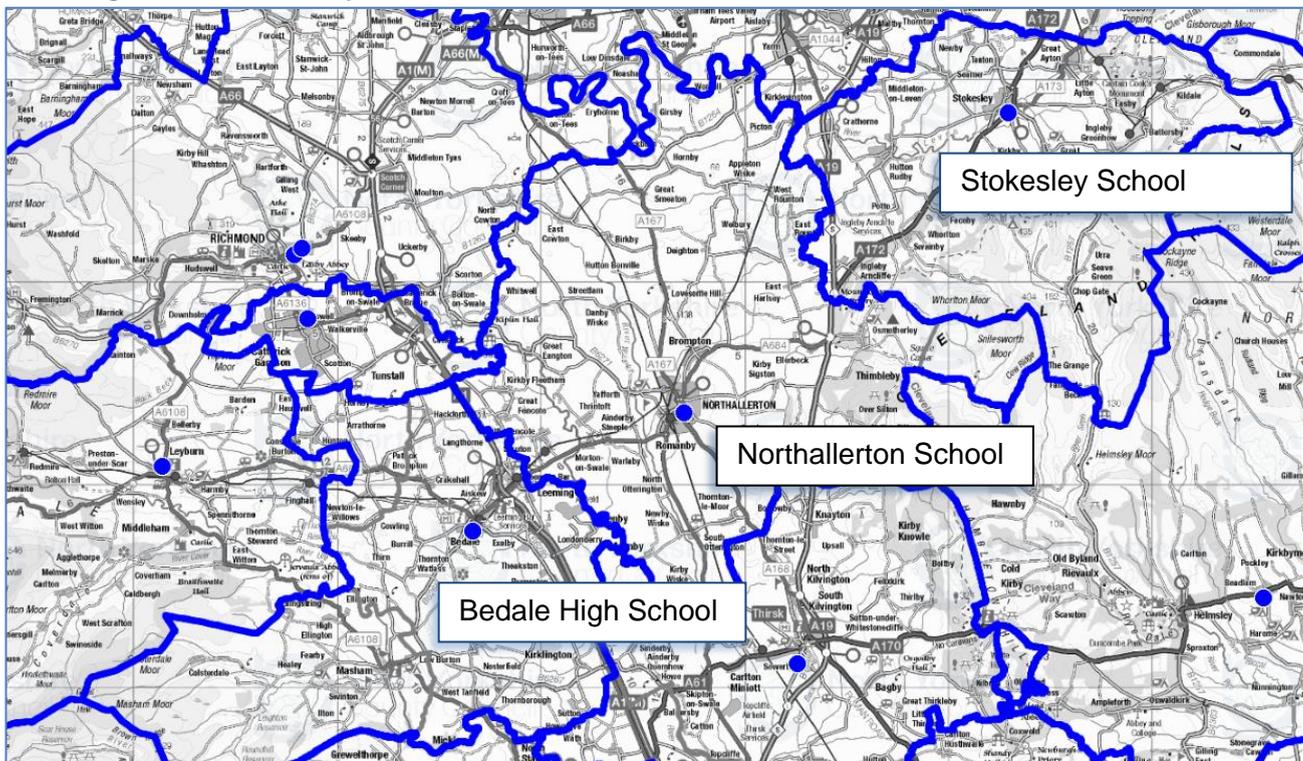
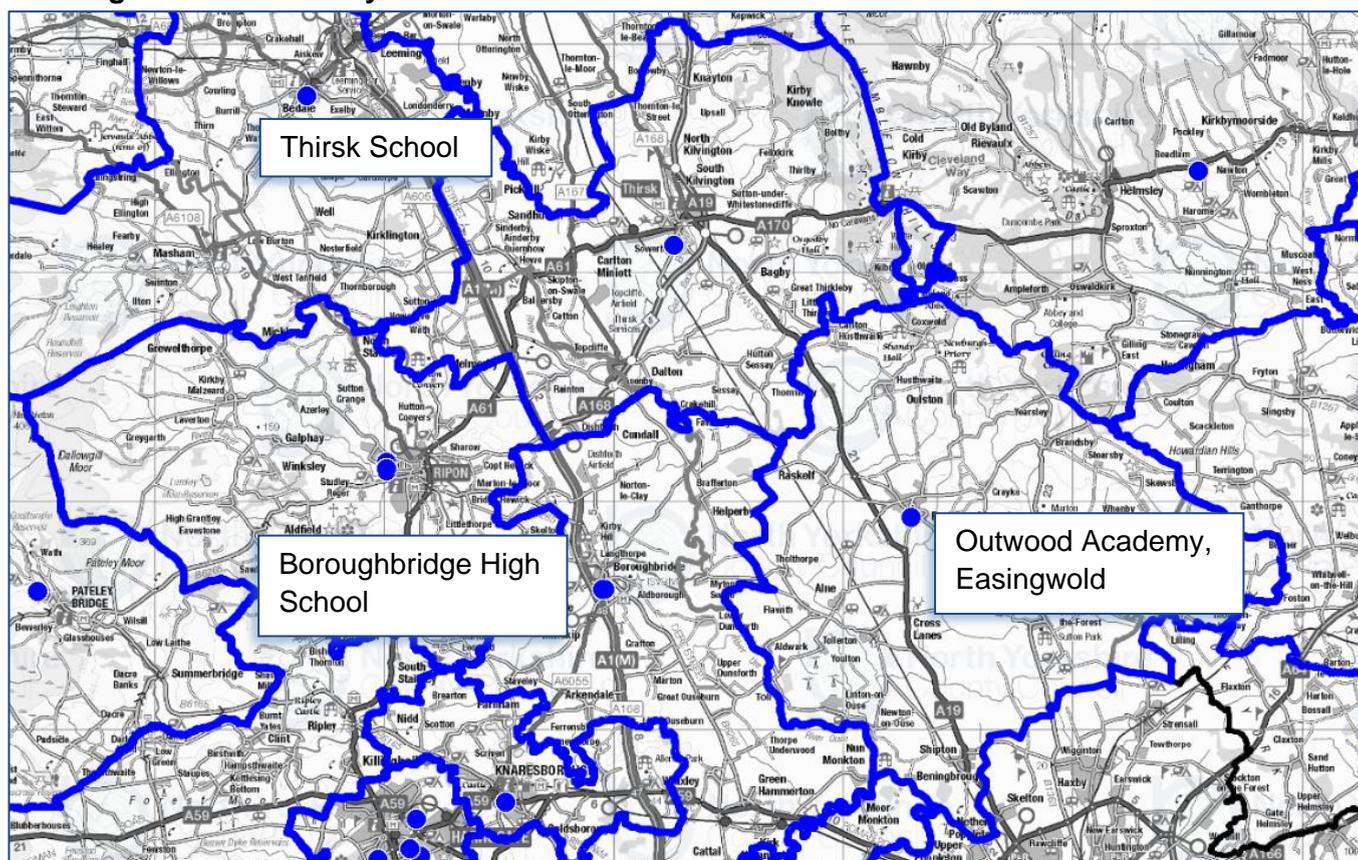


Figure 10: Secondary schools in the south of Hambleton



Additional Provision

- 9.8 North Yorkshire County Council have provided feedback in response to this IDP indicating a need for additional investment in both the primary and secondary school provision to support the level of growth in the Local Plan.
- 9.9 The overall effect of proposed growth to 2028/29 upon primary and secondary schools in the district is outlined in the following table.

Figure 11: impact of proposed development upon primary school capacity

	New dwellings in catchment	Net Cap	2028/29 forecast inc. existing permissions	Pupil yield	Shortfall
Bedale CE	160	401	371	40	-10
Aiskew, Leeming Bar CE	190	103	35	48	20
Burneston CE	25	133	55	6	72
Crakehall CE	20	98	87	5	6
St Nicholas CE, West Tanfield	13	70	47	3	20
Easingwold CP	125	297	344	31	-78
Huby Primary	30	112	93	8	11
Stillington Primary	40	55	32	10	13
Carlton Miniott Primary	55	196	199	14	-17
South Otterington CE Primary	45	120	116	11	-7
Thirsk CP	125	294	268	31	-5

	New dwellings in catchment	Net Cap	2028/29 forecast inc. existing permissions	Pupil yield	Shortfall
Sowerby Primary/ Keeble	95	525	463	24	38
Alverton Primary	640	210	231	160	-181
Brompton CP	20	210	239	5	-34
Stokesley Primary	135	399	264	34	101
Roseberry Primary	30	266	235	8	23
Total Primary	1,748			438	

Figure 12: Impact of proposed development upon secondary school capacity

	New dwellings in catchment	Net Cap	2028/29 forecast inc. existing permissions	Pupil yield	Shortfall
Bedale High	408	935	488	54	393
Outwood Academy, Easingwold	195	1,354	597	25	732
Thirsk School & Sixth Form	275	1,250	1,277	36	-63
Northallerton School & Sixth Form	705	1,304	1,218	92	-6
Stokesley School	165	1,349	1,111	22	216
Total secondary	1,748			229	

- 9.10** There is a need for a new two form entry primary school at Northallerton (420 places). This is in addition to the new primary school that will be delivered as part of the existing North Northallerton housing scheme, currently under construction.
- 9.11** The allocated site 'NOR 1: Winton Road, Northallerton' will provide the site for the new primary school for Northallerton.
- 9.12** There is also additional primary school infrastructure required within the growth areas of Bedale, Carlton Miniott, South Otterington, Thirsk, Brompton and Easingwold. The recommended education contributions required to support the growth in these areas has been submitted by the County Council and listed in the IDS.
- 9.13** The County Council has also recommended education contributions will be required to meet the additional infrastructure demands of growth in the district for each of the five secondary schools.
- 9.14** Schools also play a critical role in the provision of community sports and recreation through the facilities they provide onsite but this does create difficulties in maintaining access to this facilities to the wider community. The Local Plan (Policy CI 3) identifies this issue by outlining that where education provision includes open space and sports facilities, dual or joint use allowing greater community participation should be sought.

Allocated sites over 100 dwellings highway and access requirements

9.15 NOR 1: Winton Road, Northallerton

- Primary school provision in the area is insufficient to accommodate children from the site. Land to accommodate a two form entry primary school required to be provided on site [Needs confirmation]. The site must not be landlocked in order to enable future expansion.

9.16 TIS 1: Station Road, Thirsk

- No specific identified education requirements but a developer contribution through s106 or CIL is expected.

9.17 EAS 1: Northeast of Easingwold Community Primary School, Easingwold

- No specific identified education requirements but a developer contribution through s106 or CIL is expected.

9.18 STK 1: North of The Stripe, Stokesley

- No specific identified education requirements but a developer contribution through s106 or CIL is expected.

10 Emergency services

10.1 In North Yorkshire, overall oversight of key policy and fire emergency services is maintained by the North Yorkshire Police, Fire and Crime Commissioner. The commissioner takes overarching responsibility replacing the former Policy and Fire authorities and setting policy and overall strategy for these emergency services.

Police

10.2 North Yorkshire Police serve an area roughly contiguous with North Yorkshire County Council and additionally including the City of York and surrounding area. The force is broadly administered as a single unit with area leads for York, Scarborough and remaining County and neighbourhood policies based upon the communities of Craven, Filey and Eastfield, Hambleton, Harrogate, Richmondshire, Ryedale and Whitby, Scarborough, Selby and York.

10.3 North Yorkshire Police's headquarters are located in Northallerton at Alverton Court, a speculative office development close to the centre of Northallerton. The force moved to these new headquarters in 2017 from its previous location in the village of Newby Wiske located roughly 5 miles south of Northallerton. The site and listed building vacated by the force received planning permission for conversion to a residential children's centre in January 2019.

10.4 The delivery of policing throughout Hambleton is based upon the towns of Northallerton, from the forces headquarters, Stokesley, Thirsk and Easingwold and Bedale.

- Stokesley - Bridge Road, High Street, Stokesley, opening hours 9:30am to 12:30pm Monday to Friday.
- Thirsk - 33 Market Place, Thirsk, opening hours 9am 12:30pm Monday to Friday. Thirsk police station was refurbished in 2018.
- Easingwold - Church Avenue, opening hours by appointment only.
- Northallerton - North Yorkshire Police Headquarters, Alverton Court, Crosby Road, Northallerton, opening hours 8am to 8pm Monday to Sunday.
- Bedale - Wycar, Bedale opening hours 9am to 12:30pm Monday to Friday.

10.5 There are no identified requirements for additional police stations in Hambleton over the Plan period. The level and types of housing and economic growth planned within the emerging Local Plan should not have any impacts on the level of policing required across the area. The existing facilities and strategies in place should ensure that policing issues are dealt with appropriately.

Fire and Rescue

10.6 Hambleton is served by the North Yorkshire Fire and Rescue Service (NYFRS). This service serves the communities of North Yorkshire and York. An Integrated Risk Management Plan (IRMP) is required for each fire and rescue service nationally.

10.7 At the time of the publication of the Community Safety Plan 2016/17 to 2020/21⁹ NYFRS had 38 fire stations with 46 standard fire engines, and 21 specialist response units. Of these five fire stations were located in Hambleton with a Training Centre in Easingwold and a Service

⁹ [North Yorkshire Fire and Rescue Community Safety Plan](#)

headquarters and control room in Northallerton. From April 2019 the NYFRS headquarters are supported by office base support co-located with the North Yorkshire Police service at Alverton Court in Northallerton.

- 10.8** NYFRS have four systems (duty systems) for crewing fire engines; whole-time shift, whole-time day crewed, on-call (retained) and volunteer. The urban areas of Harrogate, Scarborough and York are mainly served by firefighters who work shifts at the fire station; larger market towns have firefighters who work a combination of day shifts and on-call from home (day crewed); rural villages and smaller towns are served by on-call (retained) staff; and Lofthouse and Goathland are volunteer units.
- 10.9** Following on from the review of fire cover which the Service undertook in 2014 and 2015, we are replacing one of the standard fire engines with smaller fire engines known as Tactical Response Vehicles at Harrogate, Malton, Northallerton, Tadcaster, Ripon and Scarborough fire stations. These replacements will take place over the next four years. In order to manage the day-to-day arrangements of the Service, we split it into Districts, which match the district, Borough and City of York council areas. The list below notes the number of fire engines at each station, along with the changes NYFRS proposed during the course/ life of its latest IRMP.
- 10.10** In Hambleton there are five fire stations. At the time of the publication of the Community Safety Plan 2016/17 to 2020/21 with the following resource and expected change
- **Northallerton fire station:** 1 Whole-time day crewed fire engine 1 On-call/retained crewed fire engine. Changes planned so provision will be 1 Tactical Response Vehicle (day crewed) and 1 On-call/retained crewed fire engine
 - **Bedale fire station:** 1 On-call/retained crewed fire engine. No changes were planned.
 - **Easingwold fire station:** 1 On-call/retained crewed fire engine. No changes were planned.
 - **Stokesley fire station:** 1 On-call/retained crewed fire engine. No changes were planned.
 - **Thirsk fire station:** 1 On-call/retained crewed fire engine. No changes were planned
- 10.11** Whilst there are clear substantial financial pressures upon the delivery of the fire service in Hambleton the overall scale and scope of service provision in the area is not expected to change substantially in the period to 2025. A 100 Day Report for Julia Mulligan into North Yorkshire Fire & Rescue Service prepared the Interim Chief Fire Officer and published in May 2019¹⁰ noted that in terms of estates management improvements and enhancement of stations particularly Northallerton, Scarborough and Richmond are not fit for purpose. Generally by 2025 the vision set out indicates that fire and rescue service delivery will continue to operate from at least 38 stations and at least 46 station based fire and rescue vehicles.
- 10.12** The level of any housing and economic growth planned within the Local Plan should not have any impacts on the level of fire and rescue services across North Yorkshire and Hambleton. New buildings must meet current building regulations regarding fire safety that should mean substantial increases in fire risk are not expected and indeed should be at lower risk than older stock. Existing facilities and strategies in place will ensure that incidents are dealt with appropriately in Hambleton over the Plan period.

¹⁰ [NY Fire and Rescue 100 day report](#)

Ambulance

- 10.13** Ambulances are operated through ambulance trusts throughout England. Hambleton District Council is within the Yorkshire Ambulance Service NHS Trust area. The Yorkshire Ambulance Service NHS Trust serves the whole of Yorkshire, an area that covers 6,000 square miles of varied terrain. It employs over 5,800 staff and provides 24-hour emergency and healthcare services to a population of more than five million people, serving rural and urban populations, from remote homes in the countryside to small villages and multi-storey city centre apartments. Over 1,100 volunteers also make a vital contribution to the service.

Figure 13: Yorkshire Ambulance Service catchment area



- 10.14** Yorkshire Ambulance Service has 62 ambulance stations across the region. There are ambulance stations in Hambleton at Northallerton and Thirsk, whilst at Huby south of Easingwold is located the Training Unit Burn Hall.
- 10.15** The level and type of housing and economic growth planned within the Local Plan should not have any impact on the level of Ambulance Services required across Hambleton.

11 Waste management

11.1 Within Hambleton waste is managed through a two tier system. Hambleton District Council is the waste collection authority and North Yorkshire County Council is the waste disposal authority.

Waste collection

11.2 The Hambleton Waste Management Strategy 2016 to 2025 how waste will be collected by the authority over the next nine years - from 2016 to 2025. The strategy covers every facet of municipal waste management and is designed to optimise environmental performance and deliver value for money services for Hambleton residents.

11.3 Hambleton District Council is a Waste Collection Authority, undertaking collections from 39,980 rural and urban dwellings in 2013 - 14. Hambleton is a member of the York and North Yorkshire Waste Partnership, made up of all the councils in the York and North Yorkshire area - North Yorkshire County Council, Craven District Council, Hambleton District Council, Harrogate Borough Council, Richmondshire District Council, Ryedale District Council, Scarborough Borough Council, Selby District Council and City of York Council. The group collaborates to deliver best practice in waste management - aiming to achieve efficiency savings through partnership working and deliver its Municipal Waste Management Strategy for the City of York and North Yorkshire 2006 - 26, 'Let's Talk Less Rubbish'.

11.4 Hambleton operates collections from its main depot in Northallerton and from a smaller depot in Stokesley. Garden waste is taken direct to a number of its contractor's composting facilities where it is processed to produce compost. The council pays a gate fee, but also receives income from the County Council in the form of recycling credits. Hambleton also receives recycling credit income for the dry recyclates it collects - it is paid at the same rate per tonne for both dry recyclates and garden waste.

11.5 The residual waste collected by Hambleton that is not passed to recycling or composting contractors is passed to the County Council.

11.6 As waste collection authority the key implications of further development is the requirement to extend sometimes already potentially stretched delivery routes and fund provision of new wheelie bins for the collection of municipal waste. At this time there is no indication that the development identified would increase the collection routes substantially such that additional teams would be required. However, each new property would require provision of new bins to enable collection of non-recyclable household waste and recyclable waste, re that does present an infrastructure cost to the Authority that it may seek to recoup from development. The Waste Management strategy identifies that garden waste collections are now subject to an annual subscription payable by the householder.

Waste disposal

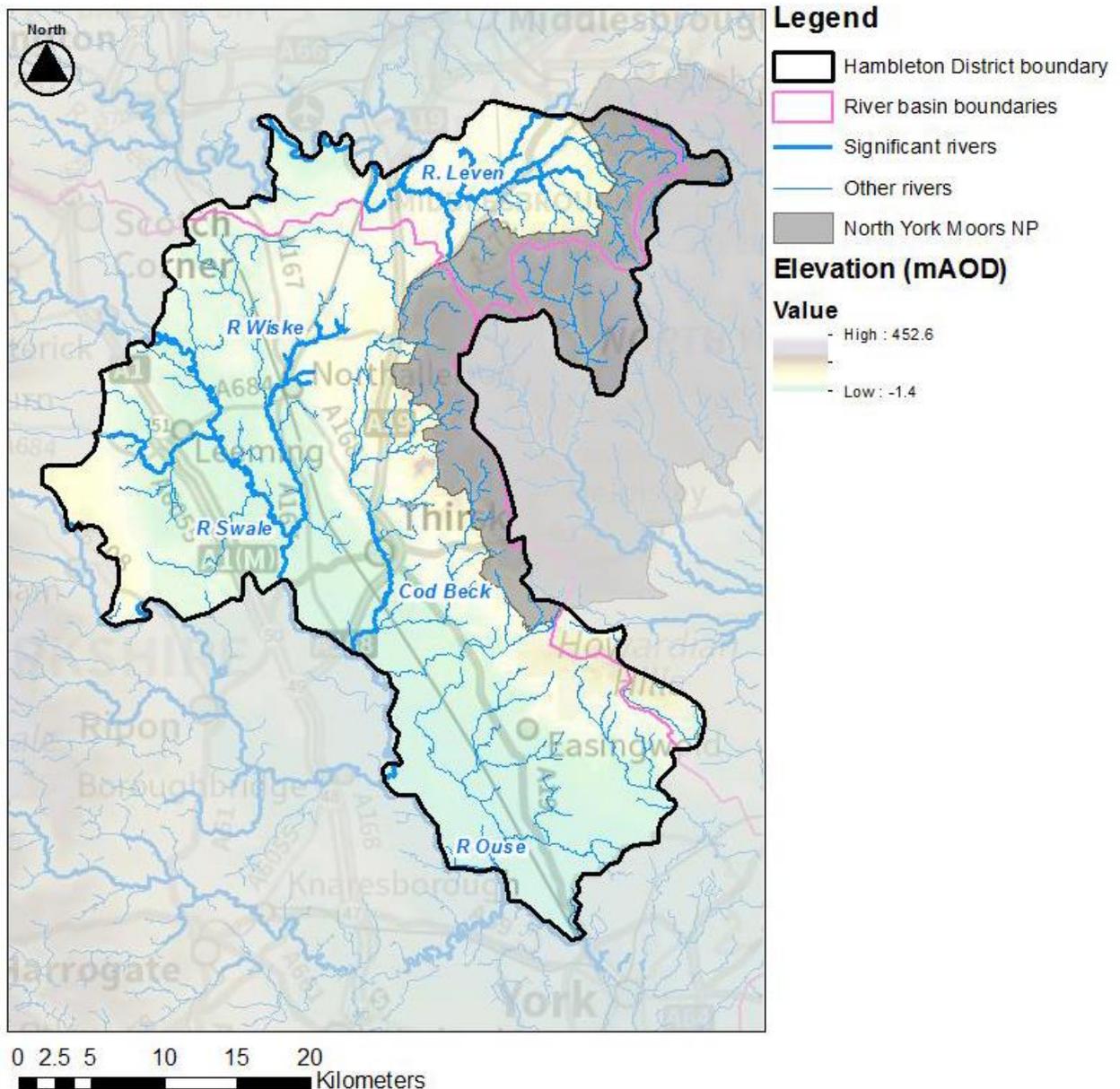
11.7 North Yorkshire County Council is the waste disposal authority and responsible for maintaining adequate capacity for municipal waste across the county. The County Council also maintains household waste recycling centres across the County with locations in Hambleton at Easingwold, Sowerby, Northallerton and Stokesley.

- 11.8** In terms of municipal waste disposal in October 2014, North Yorkshire County Council started a contract with Amey to create the Allerton Waste Recovery Park project. The facility has been constructed at the Allerton landfill and quarry site located adjacent to the A1(M) south of Boroughbridge.
- 11.9** The plant became fully operational in Spring 2018 and will process up to 320,000 tonnes of waste per year from York and North Yorkshire councils, providing a solution for treating waste while turning it into a resource through the following technologies:
- A mechanical treatment plant receives general waste mainly originating from household bins and household waste recycling centres and removes any remaining metal and plastics for recycling;
 - An anaerobic digestion plant treats the organic waste part and produces a biogas which generates renewable electricity; and
 - An energy from waste plant burns the waste which remains after separation of the recyclables and treatment of organic waste, producing steam to feed an electricity generating turbine that produces enough electricity to supply about 40,000 homes.
- 11.10** North Yorkshire County Council expect the new facility to assist York and North Yorkshire councils in exceeding their recycling target of 50 per cent by 2020 and more than meets capacity requirements for waste disposal.
- 11.11** The North Yorkshire Minerals and waste joint plan examination hearings commenced on 27 February 2018 and an additional hearing was held in January 2019. Consultation on Main Modifications to the Minerals and Waste joint plan are expected in 2019.
- 11.12** The level and type of housing and economic growth planned within the Local Plan should be capable of being accommodated by existing waste management arrangement and capacity.

12 Flood risk

12.1 Flooding can occur from different sources and in many different ways. Different types and forms of flooding present a range of different risks and the flood hazards of speed of inundation, depth and duration of flooding can vary greatly. Hambleton is an inland district and overall is not an area of high flood risk but there are areas of the district where flood risk is an issue. This can be associated with fluvial flooding of rivers and surface water flood risk.

Figure 14: River network in Hambleton



12.2 As illustrated in Figure 11 above key rivers in Hambleton include the River Swale, River Wiske and Cod Beck each of which flow into the River Ouse. Whilst to the north the River Leven passes through Stokesley and is a tributary of the River Tees.

Strategic flood risk assessment

- 12.3** A Level 1 Strategic Flood Risk Assessment (SFRA) in March 2017¹¹ for the Hambleton has been carried out on behalf of the district council by JBA Consulting. The study makes use of the most up-to-date flood risk information and is in accordance with the most current flood risk and planning policy guidance available from the National Planning Policy Framework (NPPF) and Flood Risk and Coastal Change Planning Practice Guidance (FRCC-PPG).
- 12.4** The SFRA has considered flood risk from all sources to investigate and identify the extent and severity of flood risk throughout the district. As part of this SFRA, an analysis has been undertaken on the list of potential sites in order to quantify flood risk and provide recommendations of how the flood risk implications should be dealt with within the context of planning policy and development of the Local Plan. This analysis has been achieved by a provisional application of the Sequential Test in line with PPG.
- 12.5** The key conclusions of the SFRA are that out of the 515 sites assessed, 32 are within or partially within the functional floodplain (Flood Zone 3b). Of these, 12 sites are recommended for withdrawal as the level of fluvial flood risk is considered too great for development to proceed. A further 6 sites are recommended for withdrawal from the allocation based on significant surface water flood risk. 28 sites are flagged as needing to be subject to an Exception Test, and 33 sites could potentially pass the Sequential Test if site boundaries are revised. The remaining sites should either be permitted subject to an FRA (if in Flood Zone 2) or are directly suitable for allocation (where wholly within Flood Zone 1).
- 12.6** Of the 84 additional/alternative sites considered, 3 have been identified as needing to be subject to an Exception Test, and 8 sites could potentially pass the Sequential Test if site boundaries are changed to exclude flood risk areas. The remaining sites should either be permitted subject to an FRA or are directly suitable for allocation.

The Local Lead Flood Authority and Environment Agency

- 12.7** North Yorkshire County Council is the Lead Local Flood Authority (LLFA) for Hambleton and has overall responsibility for the management of surface water within the administrative boundary of Hambleton District Council. North Yorkshire County Council as LLFA published updated guidance for developers on managing surface water drainage to be applied from April 2019¹². The LLFA also produce the North Yorkshire Flood Risk Strategy¹³. This strategy includes an action plan that would shape and inform the approach taken to flood alleviation schemes in North Yorkshire and within Hambleton. Whilst specific schemes are not identified in this strategy it identifies a £50m fund over the period 2015 to 2020 across North Yorkshire to deliver a programme of prioritised catchment level flood risk management projects.
- 12.8** The Environment Agency (EA) are responsible for managing the risk of flooding from main rivers, reservoirs, estuaries and the sea. Feedback provided by the EA has indicated there are limited flood alleviation schemes planned in Hambleton.

¹¹ [Hambleton Strategic flood risk assessment Level 1 Final Report, March 2017](#)

¹² [North Yorkshire County Council SuDS Design Guidance](#)

¹³ [North Yorkshire Flood Risk Strategy](#)

- 12.9** At August 2018 the EA were in the process of appraising options for a Flood Alleviation Scheme in Stokesley¹⁴. Stokesley currently benefits from flood protection provided by the Stokesley Flood Diversion Channel built in the 1970s. Currently the diversion channel reduces flood risk in Stokesley and provides a 1 in 30 year level of protection.
- 12.10** The diversion channel is reaching the end of its design life. The options the EA are currently appraising will maintain the level of protection or improve it, and consider the affordability of any proposals. The cost of any solution is not known yet and depends on the findings of the options appraisal and structural surveys of the existing channel. Broad estimate of costs fall within a wide range of between £2m and £10m. The EA plan to move into detailed design for the alleviation scheme and delivery from 2019 onwards.
- 12.11** Future development in Hambleton should not be proposed in locations that would be reliant upon protection from future schemes. Following this approach would enable development on allocated sites should be able to be brought forward, safely, without relying on a flood alleviation scheme.
- 12.12** It is understood that all allocations proposed within the emerging Hambleton Local Plan have been considered through a sequential test and are able to avoid flood risk or appropriately mitigate potential flood risk through appropriate measures in the design and layout of development. It is also anticipated that all development will come forward in a manner that does not increase the risk of flooding either to the new development or other existing properties.
- 12.13** However, it is noted by the EA that where development on allocated sites may benefit from flood alleviation schemes in future the potential for developer contributions to future schemes that they might benefit from, should be maximised.
- 12.14** As they are identified, all relevant schemes would be recognised within the Infrastructure Delivery Plan as it is developed and maintained through the remaining period of plan preparation. A range of ongoing projects have been identified and are outlined within the Infrastructure Delivery Schedule.
- 12.15** Any plans affecting watercourses in the district should be mindful of existing projects and where possible compliment them and should not cause any deterioration in waterbodies in the district, as required by the Water Framework Directive and the Humber River Basin Management Plan.
- 12.16** Investing in flood defences helps to ensure that residents, local businesses and economies are resilient to a changing climate. Developer contributions can play a role in providing some of the match funding necessary to support flood defence and green infrastructure measures which help to strengthen local economic development by managing risk, and helping to unlock new investment that helps to safeguard growth. Such additional funding can allow the EA to reprioritise projects to allow schemes to be brought forward sooner. Future flood management schemes within the EA's future flood risk management plan (Medium Term Plan or MTP) could therefore be supported by developer contributions through CIL or section 106 or towards development costs and future maintenance.

1.1

¹⁴ [Stokesley Flood Alleviation Scheme options](#)

Allocated sites over 100 dwellings flood risk requirements

12.17 NOR 1: Winton Road, Northallerton

- Development of the site must not have a detrimental impact on the flood alleviation scheme on Turker Beck and Sun Beck, completed in 2014, or affect its operation. A 15m easement is required around the scheme to enable access by the Environment Agency.

12.18 TOS 1: Station Road, Thirsk

- Parts of the site towards the eastern end are vulnerable to surface water flooding. A site specific flood risk assessment will be required to determine the nature and scope of any mitigation necessary.

12.19 EAS 1: Northeast of Easingwold Community Primary School, Easingwold

- Part of the site along the northern boundary is vulnerable to surface water flooding. Any necessary attenuation measures and other mitigation measures should be incorporated and taken into account in the overall design and layout of the site.

12.20 STK 1: North of The Stripe, Stokesley

- Parts of the site are within Flood Zone 2 and/ or are vulnerable to surface water flooding. A site specific flood risk assessment will be required, any necessary attenuation measures and other mitigation measures should be incorporated and taken into account in the overall design and layout of the site.

13 Green Infrastructure

13.1 Green infrastructure embraces a network of multi-functional spaces in urban areas, the countryside in and around towns and the wider countryside. It encompasses the full range of natural and historic landscape including woodlands, street trees, allotments, parks and gardens and “blue infrastructure” in the form of rivers, ponds and wetlands. It brings many social, economic and environmental benefits, attracting investment, jobs and people.

13.2 Hambleton identifies an approach in the emerging Local Plan that will seek to protect and enhance open space and recreation facilities in the district. This aligns with the NPPF, which identifies the importance of open space and recreation facilities as an important part of sustainable development, supporting many social aspects of community life.

To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:

a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments (Paragraph 92, NPPF, 2019)

13.3 In accordance with the NPPF, the Council commissioned an Open Space Strategy 2017¹⁵ to determine if the Council has a sufficient supply of open space and whether it is of an appropriate standard. This strategy drew together and updated a range of other documents that

Current Position

13.4 The Open Space Strategy (2017) identified the following key points:

Equipped Play Areas

- 58 equipped play areas for children and young people.
- Only 8 play areas were identified as being poor, with the remaining 86% being classified as ‘average’ or ‘good’ quality.
- Poor accessibility to many facilities with no access path and poor positioning of the facility accessed across unsurfaced areas (grass).
- Under provision of facilities in Stokesley and Easingwold.
- Upgrade of facilities would be beneficial and should include safer more accessible surface to the facilities.

Amenity Green space

- 136 amenity green space sites identified in Hambleton.
- Only 9 were ‘poor’ and three were considered to be of a ‘very good’ quality.
- 90% were classified as ‘average’ or ‘good’ quality.

¹⁵ [Hambleton open space strategy 2017](#)

- No formal parks or gardens within the district.
- Shortage of significant formal areas of natural and semi-natural green space. More informal landscaping encouraged to support biodiversity and habitat creation.
- Upgrade green corridors (cycling and walking) to link settlements.

Cemeteries

- 105 churchyards or cemetery sites in the district.
- Only 5 were in a 'poor' condition and these are generally in isolated locations making them more difficult to maintain.
- 95% were considered to be of an 'average' or good' quality.

Allotments

- 21 allotment sites identified and assessed.
- Three allotments were regarded to be in a 'poor' condition.
- 86% were considered to be of an 'average' or good' quality.

13.5 Hambleton has a wide variety of sites designated as being of international, national or local biodiversity or geological importance. The highest level of protection is afforded to statutorily protected biodiversity, generally designated at international or national level and protected under European or national legislation, Designated sites in Hambleton include:

Ecology and biodiversity

13.6 There are a number of designated sites identified for their importance to the natural environment locally in Hambleton, nationally and internationally. These include:

- North York Moors Special Protection Area (SPA) and the North York Moors Special Area of Conservation (SAC)
- Nosterfield Local Nature Reserve
- Howardian Hills Area of Outstanding Natural Beauty (AONB) and Nidderdale AONB
- Thirteen Sites of Special Scientific Interest (SSSI)

Figure 15: Sites of Special Scientific Interest (SSSI) within Hambleton

- | | |
|----------------------------|-----------------------------|
| (a) Dalby Bush Fen SSSI | (b) Botton Head SSSI |
| (c) Pilmoor SSSI | (d) North York Moors SSSI |
| (e) Langbaugh Ridge SSSI | (f) Tripsdale SSSI |
| (g) Cliff Ridge SSSI | (h) Gormire SSSI |
| (i) Roseberry Topping SSSI | (j) Shaw's Gate Quarry SSSI |
| (k) Kildale Hall SSSI | (l) Snape Hill Quarry SSSI |
| (m) Broughton Bank SSSI | |

13.7 Sites of Special Scientific Interest are protected under the provision of the Wildlife and Countryside Act 1981. Below the national level are non-statutory sites that have been identified as being of local importance. These comprise Local Geological Sites (LGS), Sites of Importance for Nature Conservation (SINCs) and Local Nature Reserves (LNRs). LGSs and SINCs are designated in conjunction with North Yorkshire County Council and Natural England, while LNRs are a statutory designation.

13.8 The Council has also worked with the North Yorkshire and York Local Nature Partnership in preparation of the Local Plan on cross boundary issues including a green infrastructure network. There are no outstanding unresolved issues concerning a green infrastructure network.

Additional Provision

13.9 The anticipated deficit or oversupply in future open space and recreation provision were considered as part of the Open Space Strategy (2017). The strategy reported that:

Equipped Play Areas

- There is currently 22.53ha of sites for children and young people, which is an oversupply of approximately 2.11ha. This falls to 1.24ha by 2036, but there remains an oversupply.
- Quality of some equipped play areas should be improved.
- There is a deficiency of Local Areas for Play (LAPs) in the Easingwold sub area, but there are already a number of existing larger play areas in this sub area.
- There is a deficiency of play areas in the Stokesley sub area.

Amenity Green space

- There is current oversupply of 18.89ha of amenity greenspace which drops to an oversupply of 16.79ha by 2036.
- All of the sub areas have sufficient areas of amenity green space.
- No formal Parks or Gardens within the district.
- Upgrade green corridors (cycling and walking) to link settlements.

Cemeteries

- The distribution of cemeteries and churchyard sites is very even across the district. Most communities are served by at least a parish churchyard.

Allotments

- The total area of 21 allotment sites is approximately 25ha. There is an existing oversupply of 6.9ha that is reduced by 2036, but resulting in an oversupply of 6.2ha.

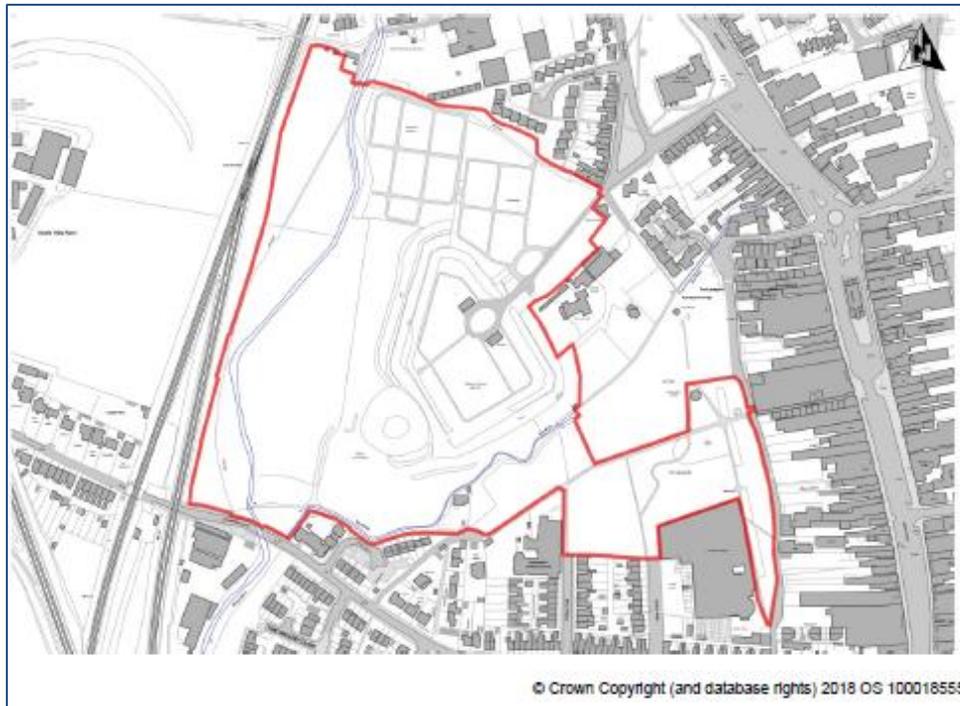
Ecology and biodiversity

- To accord with NPPF all development will need to consider how it can achieve biodiversity net gain. Whilst even greenfield sites in the district likely to come forward for development are of relatively low biodiversity value presently this means that the creation of biodiversity value. As a result requirement measures to enhance the value of land and reinforce the green infrastructure networks in Hambleton will need to form an aspect of development proposals.

13.10 Where appropriate, developer contributions will continue to be sought for open space provision, but the Local Plan (Policy CI 3) does identify a site for a new park in Northallerton 'NOR 4: Northallerton Town Park'.

13.11 A formal park or garden was identified as a deficiency in the Open Space Strategy (2017) and the Local Plan proposes the 11.5ha site for a range of uses including informal open space, cemetery, allotments, equipped play facilities and a car park.

Figure 16: NR 4: Northallerton Town Park



14 Sports facilities

- 14.1** The National Planning Policy Framework is supportive towards the sports and recreational facilities and how they serve an important role in developing healthy communities. The Local Plan should therefore plan positively for the provision of sport facilities and open space that helps improve the sustainability of an area.

“Planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision. Information gained from the assessments should be used to determine what open space, sport and recreational provision is needed, which plans should then seek to accommodate.”(Paragraph 96, NPPF, 2019)

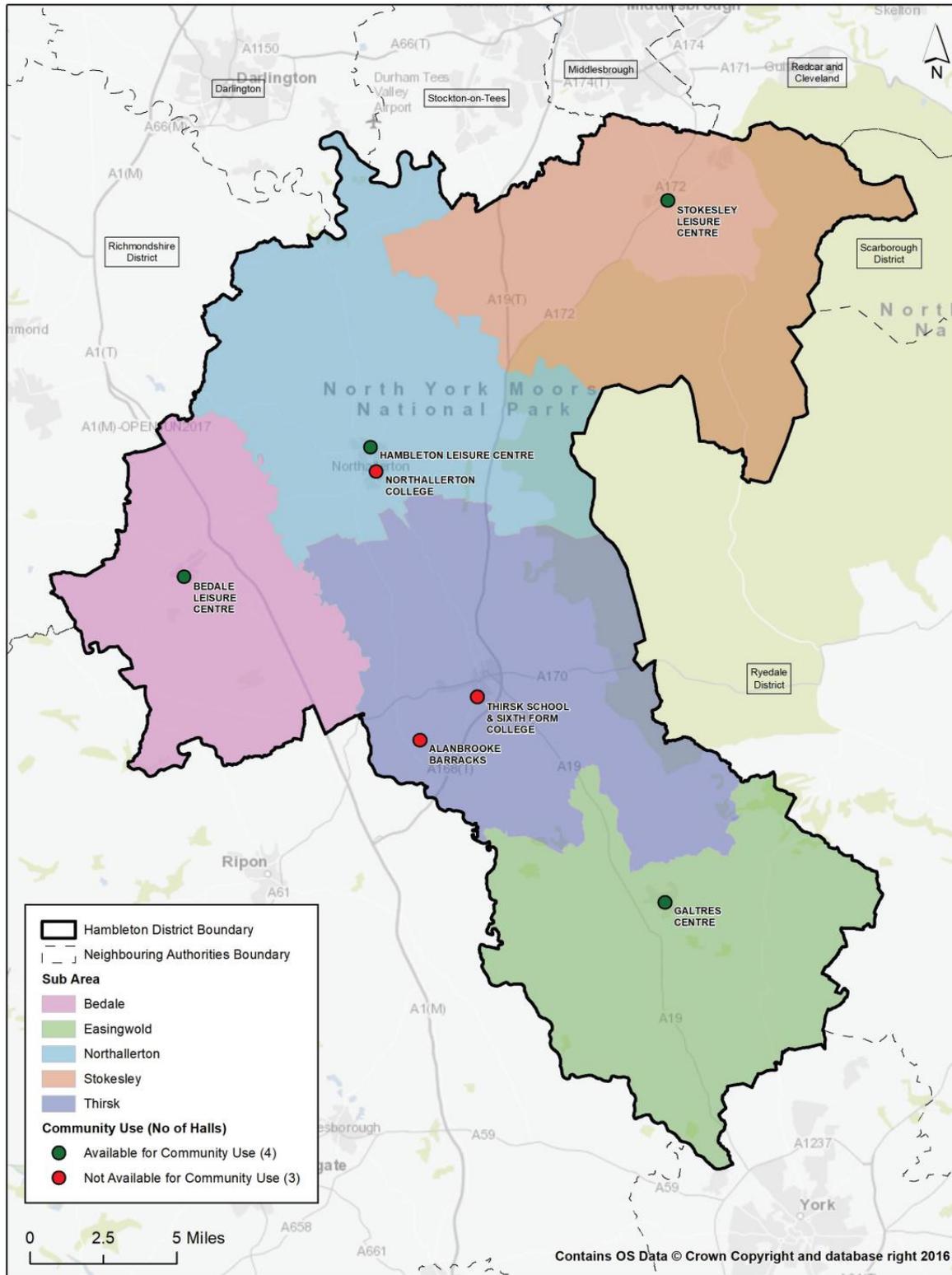
- 14.2** The Council commissioned a Playing Pitch strategy (2017) and a Sports Facility Strategy (2017) that has informed the current and future infrastructure needs based on the level of growth set out in the Local Plan.

Current Position

Indoor Sports Provision

- 14.3** The Council owns and manages three leisure centres in Hambleton, Bedale, and Stokesley and one full size artificial turf pitch & pavilion at Thirsk School. The Council also manages the Thirsk and Sowerby Leisure Centre. Each leisure centre has a swimming pool with the Thirsk and Sowerby Leisure Centre having a main and learner pool. The Galtres Leisure Centre in Easingwold is owned and managed by a voluntary sector charity, but the Council does make a financial contribution towards the operation of the facility. There are seven sports halls in the district, but only four provide pay and play access and there are 4 commercial fitness centres which are all independent operators.

Figure 17: Indoor sport's facilities in Hambleton



14.4 The majority of the district can access a fitness centre within a 20 minute drive time, but the accessibility to facilities in the district is an issue for some residents. There is only one pay and play sports hall that can be used in the day time because other facilities are either dual use, or are only available for hire by clubs and community groups. Thirsk does not have a community pay as you play sports hall and this results in the central area of the district being

over 20 minute drive-time from a pay and play sports hall (Figure 13). It is considered reasonable that most people would travel by private transport to access sports provision as public transport is limited, and timings may not always coincide with available events. There is also a lack of pay and play swimming pools in the south of the district, but there are three commercial swimming pools that are outside of the district but within a 20 minute drive time from Easingwold.

- 14.5** The condition of the existing facilities are overall very good with the fitness centres rated as excellent and the sports halls are considered to be good with the exception of the one at Stokesley School which is considered to be poor. The Hambleton Leisure Centre has recently had a £2.5m refurbishment and overall the Council is committed to maintaining investment in all of its indoor sports provision.
- 14.6** There are no dedicated facilities for gymnastics, indoor bowls, athletics, tennis or cycling in the district, but there access to all of these facilities are available in neighbouring authority areas. Although there is no strategic need for indoor tennis provision Northallerton Tennis Club have indicated its interest in developing indoor courts at the planned Northallerton Sports Village.

Outdoor sports provision

Football

- 14.7** The majority of football sites are owned by the Council that allows opportunities for access to the facilities for the 136 teams active in the district. Overall there are 32 adult football pitches and 63 youth and mini soccer football pitches. Artificial Grass Pitches (AGP) are also an important resource for football teams and there are 5 within the district with only the one at Stokesley School rated as being of a poor quality in the Hambleton Playing Pitch Strategy, 2017.
- 14.8** The majority of the grass pitches are of a good or standard rating, with 9 adult pitches and 7 mini soccer pitches classified as being of a poor quality.
- 14.9** Overall, the district has sufficient current capacity of adult pitches with an oversupply of 40 pitches, but when this capacity is judged in the peak period of match demand there is a nine pitch oversupply. This over supply of pitches is reflected in the youth forms of the game but with a more limited oversupply when factoring in match demand in peak periods.
- 14.10** Based on the future growth outlined in the Local Plan and team generation rates the Hambleton Playing Pitch Strategy (2017) predicts a total projected additional demand of 17 teams (5 adult and 12 youth). This demand was approximately spread across the district with approximately three additional teams (one adult and two youth) in the Bedale, Easingwold, Stokesley and Thirsk sub area but North Allerton had a larger anticipated demand of approximately five additional teams (two adult and three youth).
- 14.11** When existing latent demand is also considered (28 additional teams with 11 identified in the Easingwold sub area) there is still an oversupply of future pitch provision across the district but with deficits in the youth pitch provision on the 11v11, 9v9 and 5v5 pitches. The distribution of some youth pitches is also variable with Stokesley sub area having no youth 5v5 pitches but Thirsk having an oversupply but no youth 9v9 pitches.

14.12 Whilst the district has 5 AGP none of them are full size and based on the Football Associations calculations they consider there is a need to provide a full size AGP for every 42 teams to allow for sufficient space for training and playing of matches at peak times. For Hambleton with 136 teams there would be a need to provide 4 full size AGP pitches that is increased to five when factoring in the future demand.

14.13 To meet this future need a combination of new build and re surfacing sand based pitches that maybe surplus to hockey requirements and potentially share 3G AGP facilities for rugby union and investigating if school sites are proposing future 3G AGP developments.

Cricket

14.14 The district has 37 cricket clubs with 100 competitive teams and the ownership of these sites is predominantly within the ownership of the private clubs. Only 6 of these clubs have pitches that are of a poor quality with the majority being of a good or standard quality.

14.15 The Hambleton Playing Pitch Strategy (2017) records that there is a surplus of cricket pitch capacity and when this is related to periods of peak demand (Saturday and Sunday), there is limited availability on Saturday afternoons (Easingwold being at capacity on Saturdays) with 7 pitches available on a Saturday and 25 on a Sunday and 106 slots available for junior cricket during the week.

14.16 When factoring in future demand to the availability of slots for teams to play on pitches, the Hambleton Playing Pitch Strategy (2017) calculates that there will be an additional 40 additional matches being played in 2035 with 5 extra junior teams being created but no additional adult teams. There is enough spare capacity in cricket pitch provision to accommodate 53 additional adult teams so this growth should be easily accommodated.

14.17 Non Turf Pitches (NTP) are less plentiful and Easingwold has the highest demand for junior cricket but there are no NTP surface used for junior cricket within the sub area.

Rugby

14.18 There are six rugby sites within the district with two main rugby clubs (Thirsk RUFC and Northallerton Rugby Club). The majority of sites are part of school or college facilities.

14.19 Currently there is deficit of supply of rugby pitches across the district with five standard maintained/natural drainage pitches required or three well maintained pitches with artificial drainage. There is also a need to secure future sites for community use as currently there is only one site secured for future community use.

14.20 Based on future demands, the Hambleton Playing Pitch Strategy (2017) found that there is no significant increase in the number of teams of any age group until 2035, but Northallerton is severely undersupplied in pitch supply and the current arrangement of using the poor pitch at Thirsk Athletic bowls Club inhibits the growth of the club.

Hockey

14.21 Hambleton only has one full size hockey pitch in Thirsk that meets the size requirements to be used for competitive matches. Competitive matches cannot take place on 3G pitches although sometimes these are acceptable for training purposes. At the elite level hockey

pitches are water based but within Hambleton the pitch is a sand dressed artificial surface that is of a good quality rating.

- 14.22** Hambleton has two hockey clubs (Thirsk and Northallerton) but only Thirsk has a base within Hambleton (using the pitch at Thirsk School) with Northallerton using a variety of different pitches in the surrounding area (including some senior matches at Thirsk school).
- 14.23** Both clubs have a number of teams with a range of age groups (Thirsk has 270+ members and Northallerton has 140 members).
- 14.24** Northallerton would be keen to see an additional hockey pitch in the district to reduce reliance on the Thirsk pitch but overall the one pitch provides enough capacity for the clubs and even with the future growth projections and team generation rates factored in there is still enough capacity, albeit with a slight deficiency on a Saturday but excess capacity on a Sunday and weekdays.

Additional Provision

- 14.25** The Local Plan is outlining growth in all of its main settlements and there is a need to ensure there is sufficient provision for sports facilities in the district. The Council has identified two key sites for future sports provision; site NOR 5: Northallerton sports Village and site TIS 5: Sowerby Sports Village, which should both improve the overall range of sports and leisure facilities across the district. These new facilities will seek to increase the provision of 3G artificial grass pitches (especially for football, hockey and rugby) and enhance the quality of indoor sport facilities.
- 14.26** The Sowerby sports village would be supported by S106 funding and the Northallerton sports village would be delivered through CIL but currently the CIL payments are targeted at the link road between the A167 and Stokesley Road.
- 14.27** Both sites are seen to be important to increase regular participation at a local level working with existing community groups and clubs.
- 14.28** In other areas the Council will also investigate opportunities to encourage the dual and joint use of school sports facilities outside of school hours to improve community access to facilities.
- 14.29** Stokesley School and Easingwold School both plan to replace existing facilities. Stokesley's indoor sports provision is in need of refurbishment, the sports hall is in a poor condition and there are plans to submit a funding bid to Sports England to improve facilities. Improvements are also planned at Easingwold School, which has planning permission to build a 3G AGP and a 4-badminton court sports hall with a S106 allocation specifically linked to the development of a sports hall. Funding was confirmed in June 2019 from the Premier League, The Football Association (FA), the Government's Football Foundation; Hambleton District Council; Easingwold Town AFC; and Friends of Easingwold School to help build a new 3G pitch and sports hall. It will be Hambleton's first community accessible full size 3G AGP.



1 Appendix: Infrastructure Delivery Schedule

- 1.1 This Infrastructure Delivery Schedule (IDS) has been prepared based upon the basis of the knowledge available at its time of publication. The IDS provides a collated schedule of all potential infrastructure projects and an estimate of the potential costs for future infrastructure.
- 1.2 The schedule in some instances can only provide an estimate of the potential costs for future infrastructure. The proportion of funding to be met from those parties who have an interest in the delivery of the infrastructure will be updated in the IDS as the evidence on the infrastructure is finalised.
- 1.3 There may be a range of potential sources of funding for infrastructure within the IDS including use of Section 106 agreements, Section 278 agreements and use of Community Infrastructure Levy (CIL); these are all shown as a 'developer' contribution.
- 1.4 Sources of funding that are additional to potential developer contributions may also become available to support delivery of the infrastructure included in the IDS. This could take the form of grants and loans via the public sector and other private investment. Projects included within the IDS cover a wide range of issues. Not all projects will be required over the life of the Local Plan and at this stage the majority of projects are not committed or formally required.
- 1.5 ✓ This is a sign in the IDS that indicates the project has been identified in the IDP but there are no costs yet available to attribute to that project.

IDS Ref	Infra-structure Type	Projects	Area	Secured	Critical	Important	Desirable	Phase (Years)	Potential Delivery Lead	Possible Funding Source
Transport										
1	Highways	Junction improvements: A167 corridor through Northallerton from Thirsk Road (A168) to Yafforth Road (B6271)	Northallerton			£600,000			NYCC	NYCC
2	Highways	Junction improvements: B1333 / Romanby Road Junction	Northallerton			£100,000			NYCC	NYCC
3	Highways	Raskelf Road / Knott lane priority junction	Easingwold				✓	10 to 15	NYCC	NYCC
4	Highways	Thirsk Road / Church Hill / Long Street / Raskelf Road – mini-roundabout.	Easingwold				✓	10 to 15	NYCC	NYCC
5	Highways	Helmsley Road / High Street / Springfield / access to the Co-op – roundabout	Stokesley				✓	10 to 15	NYCC	NYCC
6	Highways	Thirsk Road / West End / Westlands junction	Stokesley				✓	10 to 15	NYCC	NYCC
7	Highways	Upgrade the A168 / A19 corridor	District wide				✓	10 to 15	NYCC	Highways England / NYCC
8	Highways	A167 road safety improvements from Topcliffe to the A61.	Thirsk (Topcliffe)				✓	10 to 15	NYCC	NYCC
9	Highways	Road safety improvements along the A684	Northallerton				✓	10 to 15	NYCC	NYCC
10	Highways	A19 Shipton by Benningborough by-pass	Easingwold (Shipton by Benningborough)				✓	10 to 15	NYCC / Developer	Developer / Highways England / NYCC
11	Highways	Highway and pedestrian cycleway improvements for site NR 1	Northallerton			✓		TBD	NYCC / Developer	Developer / NYCC
12	Highways	Highway and pedestrian cycleway improvements for site TS 1	Thirsk			✓		TBD	NYCC / Developer	Developer / NYCC

IDS Ref	Infra-structure Type	Projects	Area	Secured	Critical	Important	Desirable	Phase (Years)	Potential Delivery Lead	Possible Funding Source
13	Highways	Highway and pedestrian cycleway improvements for site SK 1	Stokesley			✓		TBD	NYCC / Developer	Developer / NYCC
14	Highways	Highway and pedestrian cycleway for site EA 1	Easingwold			✓		TBD	NYCC / Developer	Developer / NYCC
15	Rail	Maximising opportunities of HS2	District wide				✓	TBD	NYCC / Rail North / DoT	DoT / Rail North
16	Rail	Development of Parkway stations and / or replace existing station facilities	District wide				✓	TBD	NYCC / Rail North / DoT	DoT / Rail North
17	Rail	Upgrade of East Coast Main Line & Trans Pennine networks	District wide				✓	TBD	NYCC / Rail North / DoT	DoT / Rail North
18	Rail	New rail links Ripon to Northallerton	District wide				✓	TBD	NYCC / Rail North / DoT	DoT / Rail North
Health										
19	Health	A new healthcare facility in Easingwold	Easingwold			✓		5 to 10	CCG	CCG / NHS England
20	Health	Expansion of the medical centres in Thirsk	Thirsk			✓		5 to 10	CCG	CCG / NHS England
21	Health	Expansion of the medical centres in Stokesley	Stokesley			✓		5 to 10	CCG	CCG / NHS England
22	Health	Capacity improvement and maintenance	District wide				✓	1 to 15	Hambleton District Council	HDC / NYCC / Developer
Education										
23	Education	Additional primary schools infrastructure requirement	District wide		£4,647,097			1 to 10	NYCC / Developer	Developer
24	Education	Additional secondary schools infrastructure requirement	District wide		£5,955,048			1 to 10	NYCC / Developer	Developer
25	Education	New primary school at Northern Gateway	Northallerton	✓				1 to 5	NYCC / Developer	Developer

IDS Ref	Infra-structure Type	Projects	Area	Secured	Critical	Important	Desirable	Phase (Years)	Potential Delivery Lead	Possible Funding Source
26	Education	Capacity improvement and maintenance	District wide				✓	1 to 15	Hambleton District Council	HDC / NYCC / Developer
Green Infrastructure										
27	Green Infrastructure	Northallerton Town Park	Northallerton				✓	10 to 15	Hambleton District Council	HDC / NYCC / Developer
28	Green Infrastructure	Stokesley to Great Ayton Station Cycleway	Stokesley	£56,000			£688,433		NYCC / Sustrans	Sustrans / NYCC / Developer
29	Green Infrastructure	Capacity improvement and maintenance	District wide				✓	1 to 15	Hambleton District Council	HDC / NYCC / Developer
Gas Infrastructure										
30	Gas Infrastructure	Local gas network capacity reinforcement in Thirsk	Thirsk			✓		1 to 10	Northern Gas Network	Developer
31	Gas Infrastructure	Local gas network capacity reinforcement in Carlton Miniott	Thirsk			✓		1 to 10	Northern Gas Network	Developer
32	Gas Infrastructure	Local gas network capacity reinforcement in South Kilvington	Thirsk			✓		1 to 10	Northern Gas Network	Developer
Telecommunications										
33	Telecommunications	Superfast Yorkshire phase 3 broadband roll-out and further extended coverage	District wide				✓	1 to 15	Superfast North Yorkshire	HDC / NYCC / Developer
Waste Services										
34	Waste Services	Support collection of non-recyclable household waste and recyclable waste	District wide				✓	1 to 15	Hambleton District Council	HDC / NYCC / Developer
Sports										
35	Sports	Sports village including full size 3G pitch	Thirsk (Sowerby)	£2,000,000		£2,500,000		1 to 5	Hambleton District Council	Developer / Sport England / Football foundation / RFU / ERDF
36	Sports	Sports village including full size 3G pitch	Northallerton	£500,000		£3,000,000		1 to 5	Hambleton District Council	Developer / Sport England / Football foundation / RFU / ERDF

IDS Ref	Infra-structure Type	Projects	Area	Secured	Critical	Important	Desirable	Phase (Years)	Potential Delivery Lead	Possible Funding Source
37	Sports	Full size 3G pitch	Stokesley			£750,000		1 to 5	County FA	Developer / Football foundation / NYCC
38	Sports	Replace School Sports Hall	Stokesley			£2,215,000		5 to 10	Stokesley School	Stokesley School / HDC / Sports England
39	Sports	Refurbish Swimming Pool	Stokesley				✓	5 to 15	Hambleton District Council	HDC / Sport England / Developer
40	Sports	Refurbish School Sports Hall	Thirsk				✓	5 to 10	Thirsk scholl and sixth form	Thirsk School / HDC / Sports England
41	Sports	Refurbish School Sports Hall	Bedale				✓	5 to 10	Bedale High School	Bedale High School / HDC / Sports England
42	Sports	Full size 3G pitch and sports hall	Easingwold	£2,500,000				1 to 5	Easingwold School	Easingwold School (£1,414,000) / Football foundation (£307,000) / Developer contributions (£650,000) / Easingwold Town AFC (£79,000) / Friends of Easingwold School (£50,000)
43	Sports	Non-turf practice facilities for cricket	Easingwold				£30,000	1 to 5	Club	ECB
44	Sports	Non-turf practice facilities for cricket	Bedale				£30,000	1 to 5	Club	ECB
45	Sports	Non-turf practice facilities for cricket	Northallerton				£30,000	1 to 5	Club	ECB
46	Sports	Running Track	Easingwold	£15,000			£65,000	1 to 10	Easingwold Town Council	Developer / Sport England
Flood risk										
47	Flood risk	Wiske Restoration Project - habitat and water quality	Northallerton		✓			1 to 10	Yorkshire Wildlife Trust	Developer

IDS Ref	Infra-structure Type	Projects	Area	Secured	Critical	Important	Desirable	Phase (Years)	Potential Delivery Lead	Possible Funding Source
48	Flood risk	Mid Swale Tributaries Project - Bedale Beck water quality	Bedale		✓			1 to 10	Yorkshire Dales Rivers Trust	Developer
49	Flood risk	Natural Flood Management Project - flood risk Brompton Beck nr N'Ilerton	Northallerton		✓			1 to 10	Brompton Flood Prevention Group	Developer
50	Flood risk	Ryevitalise Project - water ecology, quality and natural flood management	National park		✓			1 to 10	The North York Moors National Park Authority	Developer
51	Flood risk	Stokesley flood alleviation - Flood Diversion Channel	Stokesley		✓			1 to 10	Environment Agency	Developer
52	Flood risk	Future flood management schemes within Medium Term Plan (MTP)	District wide		✓			1 to 10	Environment Agency / LLFA	Developer





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