



CITY OF YORK LOCAL PLAN Infrastructure Delivery Plan May 2018

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1. Introduction

1.1 The National Planning Policy Framework, 2012 (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. The NPPF must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in planning decisions.

1.2 The NPPF requires local planning authorities to demonstrate that infrastructure will be available to support development:

*'It is equally important to ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion. To facilitate this, it is important that local planning authorities understand district-wide development costs at the time Local Plans are drawn up.'*¹

1.3 In relation to infrastructure, the key messages from the Framework are

- local planning authorities should work with other authorities and providers to assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands;
- investment in business should not be over-burdened by the combined requirements of planning policy expectations;
- Planning policies should recognise and seek to address potential barriers to investment, including a poor environment or any lack of infrastructure, services or housing. In drawing up Local Plans, local planning authorities should identify priority areas for economic regeneration, infrastructure provision and environmental enhancement.
- Local Plans should plan positively for the development and infrastructure required in the area to meet the objectives, principles and policies of the NPPF;
- infrastructure and development policies should be planned at the same time, in the Local Plan, to ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion;
- local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development, and
- local planning authorities will be expected to demonstrate evidence of having effectively cooperated to plan for issues with cross-boundary impacts when their Local Plans are submitted for examination.

1.4 The purpose of this Infrastructure Delivery Plan (IDP) is to support the implementation of York's Local Plan. It sets out what infrastructure will be required to deliver the Local Plan; when it will be required; and the contingencies where there are risks. It also identifies who, in terms of

¹ DCLG (2012) National Planning Policy Framework (p42, para 177)

authorities, agencies, and other organisations in the public and private sector, will be responsible for funding and providing it. In particular, it supports policies on infrastructure and informs the Local Plan section on delivery and monitoring. It will also provide the context for the Council's future approach for securing funding for:

- infrastructure to mitigate the direct impacts of development, at the site-specific and cumulative level, and
- strategic infrastructure.

1.5 This IDP is primarily concerned with the strategic infrastructure that will be essential to deliver the level and location of development set out in the Local Plan. However, it also includes significant pieces of infrastructure that are required to access sites or mitigate their impacts, either individually or cumulatively.

1.6 This IDP sets out the Council's current estimation of the infrastructure requirement, cost and funding availability. The specific details, as set out in Appendix 1 and Appendix 2, however, may be subject to change as the local plan process continues.

2. Methodology

Policy Context

2.1 At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development. The Framework defines three dimensions to sustainable development: economic, social and environmental, giving rise to the need for the planning system to perform a number of roles in relation to the provision of infrastructure:

- **an economic role** – contributing to building a strong, responsive and competitive economy, by identifying and coordinating development requirements, including the provision of infrastructure;
- **a social role** – supporting strong, vibrant and healthy communities, by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being, and
- **an environmental role** – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, mitigate and adapt to climate change including moving to a low carbon economy.

2.2 In considering these roles, the costs of any requirements likely to be applied to development should not be such that there is an undue risk of the development being rendered unviable. Work undertaken, to date, on a viability study² has shown that current policies relating to planning obligations (e.g. S106³ Agreements), would not unduly burden the delivery of residential and non-residential development in the City of York.

² City of York Local Plan Viability Assessment Update Study, 2018 Porter Planning Economics

³ Section 106 of the Town and Country planning Act 1990

Approach to Infrastructure Planning

- 2.3 Infrastructure planning for York's Local Plan focuses on three key elements of strategic infrastructure:
- Infrastructure required to deliver the overall spatial strategy;
 - infrastructure required to deliver the strategic sites, and
 - infrastructure required to deliver development in line with the objectives of sustainable communities (i.e. accessible community facilities).
- 2.4 Based on the policy areas within the emerging Local Plan it is considered appropriate for this paper to concentrate on the following types of strategic infrastructure:
- sustainable transport (road network, public transport, walking and cycling);
 - health (hospitals and health centres/GP surgeries);
 - emergency services (Fire, Ambulance, Police);
 - utilities (gas, electric, telecoms, water);
 - renewable energy;
 - flood mitigation;
 - waste;
 - education (schools & colleges);
 - green infrastructure;
 - community facilities, and
 - the public realm.
- 2.5 The key objective is to test whether any strategic infrastructure is needed to directly deliver the amount and location of development proposed in the Local Plan⁴. The starting point was, therefore, to set out the likely levels and locations of development in the City of York over the plan period to 2032/33. This was informed by ongoing work on
- the Local Plan spatial strategy and the policies set out in the Local Development Framework Core Strategy (as the antecedent to the Local Plan), submitted for Examination in Public, in February 2012, and subsequently withdrawn in August 2012;
 - a 'Call for Sites' in October 2012;
 - the City of York Local Plan Preferred Options Consultation, June 2013, and
 - the City of York Local Plan Further Sites Consultation, June 2014
 - the City of York Further Sites Consultation, June 2016
 - The City of York Preferred Sites Consultation, July 2016
 - The City of York Pre Publication Draft Local Plan (Regulation 18 Consultation), September 2017
 - The City of York Publication Draft Local Plan, February 2018 (Regulation 19 Consultation)
- 2.6 The Framework states (at paragraph 173 therein) that *'.....the sites and the scale of development identified in the plan should not be subject to such a*

⁴ DCLG (2012) National Planning Policy Framework (p38, para. 156)

scale of obligations and policy burdens that their ability to be developed viably is threatened..... the costs of any requirements likely to be applied to development, such as infrastructure contributions should..... provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.' To comply with the latter part of this statement a 'Call for Sites' was issued in August 2012. This invited all persons or parties (including specific and general consultees) to return, to the Council, by October 2012, site suggestions for housing, employment, retail, leisure, health, waste, energy generation, mineral workings, community and recreational use.

- 2.7 As part of determining the most sustainable site allocations to meet the need of the city, a methodology, which took into consideration all 3 aspects of sustainability (economic, social and environmental) was devised and used to determine the best location for development. This methodology considered, known sites identified through previous work on the LDF Core Strategy and Allocations DPD and sites identified through compiling the evidence base, including responses to the call for sites and subsequent consultations as listed in paragraph 2.5.
- 2.8 A number of sources of information were used in order to understand the infrastructure needs arising from these proposals. These included key elements of the evidence base work, such as transport and open space, as well as the policies, strategies and plans of infrastructure delivery partners. Consultation was also undertaken with many of these partners at various stages in the production of the Local Plan. Consultation was carried out informally through discussions with key personnel and formally, through a series of Local Plan Visioning Workshops, which took place in October and November 2012.
- 2.9 The purpose of consultation with infrastructure users and providers (for example, utilities and emergency services) was to seek updated information regarding their future requirements and investment plans and strategies, and to identify any implications for strategic infrastructure. It is a key part of the Local Plan process to understand the extent to which existing or already planned infrastructure could accommodate the level of growth proposed over the Plan period and to identify what additional infrastructure would be required and how this would be delivered and funded.
- 2.10 An essential element of consulting with providers was to identify whether there were any critical pieces of infrastructure that would be unlikely to be deliverable, for example due to physical or financial constraints. If this was found to be the case then it would necessitate a reconsideration of the spatial strategy approach.
- 2.11 Discussions with infrastructure providers were guided by the following principles:
- **First, infrastructure planning for the Local Plan should focus on the strategic.** Detailed planning for individual sites will be determined as the plan progresses towards adoption.

- **Second, certainty in terms of delivery and funding.** When planning for a 15 year period (and beyond) it is difficult to identify exact costs and timescales up to 2032/33 (and later). The focus has, therefore, been on establishing certainty for the first five years of the Plan, where there is a reasonably high degree of confidence in delivering the necessary infrastructure. In the longer term the Council needs to be satisfied that there is a reasonable prospect that the infrastructure could be provided, albeit with a lower degree of confidence than for the first five years. This could be because providers think that anticipated costs are within a normal range or a number of different funding sources have been identified.

2.12 Furthermore, local policies will ensure, as far as is reasonably practicable, that essential infrastructure is in place before dependent development is permitted. If it becomes clear that a particular element of infrastructure cannot be delivered then this could lead to a review of the development levels set out in the Local Plan and a review of the timescales for the delivery of strategic infrastructure.

Involving Delivery Partners

- 2.13 Where possible, infrastructure delivery partners were included on the LDF database from an early stage (as the LDF was the antecedent to the Local Plan) and were then consulted as part of each general Core Strategy consultation. This database has, subsequently, been updated for the Local Plan. Over-and-above this, more specific consultation has taken place with the delivery partners in preparing the Local Plan, including
- meetings or conversations via the telephone with asset providers and users, from October 2012 onwards, including
 - all relevant City of York Council departments;
 - utilities;
 - emergency services;
 - primary healthcare and secondary healthcare providers/commissioners, and
 - educational establishments,
 - attendance at several meetings of the Asset Board (2012-13) (comprising representatives from the main property asset holders and users in York, including: City of York Council, the York Teaching Hospital NHS Foundation Trust, the University of York and the emergency services, to discuss their current plans and future needs for optimising the use (or alternate uses) of their assets) – to give briefings on the preparation of the Local Plan and gather information on future infrastructure needs;
 - a series of meetings with Highways England (formerly the Highways Agency) from 21 March 2013 onwards to discuss the potential for and implications of strategic development adjacent to or near the A64, with particular focus on access off the A64 and the impacts of the likely traffic increases on the A64 arising from the development and general growth in York;

- a series of meetings with Yorkshire Water to identify any strategic water supply and waste water issues, and
- attendance at several York Quality Bus Partnership (YQBP) meetings to keep the YQBP informed of the plan's progress and seek the YQBP's input at various stages of the plan's preparation.

2.14 All of the information gathered through this ongoing consultation and from evidence base work has been used to inform the detail on each infrastructure type as set out in section 4 of this paper.

3. Sources of Funding

3.1 Whilst the City of York Council is directly responsible for delivering some types of infrastructure (transport infrastructure, for example), most types of infrastructure will be delivered by, or in partnership with, other infrastructure providers. It is, therefore, essential to work closely with key partners, both in the public and private sector, on infrastructure planning.

3.2 Some elements of infrastructure may also need to be considered across an area wider than the City of York, irrespective of geographical or organisational boundaries. The Council is committed to working sub-regionally, where appropriate, to identify and provide essential strategic infrastructure.

3.3 Funding for infrastructure will generally be obtained from a number of different sources. A brief outline of these sources is provided below.

Existing Budgets/Capital Programmes

3.4 Over the plan period, some infrastructure will be funded through the existing budgets or capital programmes of providers. As well as identifying needs for general infrastructure improvements, a number of providers already consider issues such as population growth and local development plans in their future plans and therefore some infrastructure needed to meet future growth is already planned, with funding in place. For example, Yorkshire Water has completed a £16million refurbishment of the water treatment works at Acomb Landing to treat around 35 million litres of water every day to a standard that exceeds stringent water quality standards.

National Government Funding

3.5 A range of different types of infrastructure is funded directly from central government, such as health and education. However, in a number of areas the level of future Government funding is currently uncertain, as organisations respond to the emerging budget changes and changes to how decisions relating to spending budgets are devolved by central government to more locally accountable governing structures (Local Enterprise Partnerships, for example). Where this is the case, further information is provided under the relevant part in Section 4. Funding for specific infrastructure schemes may

also be available from Government budgets such as the Local Sustainable Transport Fund, for example.

- 3.6 As of April 2011, local authorities will be entitled to receive the New Homes Bonus (NHB). The Bonus will match fund the additional Council tax raised for new homes and properties brought back into use, with an additional amount for affordable homes, for the following six years. The estimated NHB for York over the next five years (from 2018/19 to 2022/23) is £8.9 million. This is not ring-fenced and can be spent according to local priorities.
- 3.7 In March 2018 the Ministry of Housing Communities and Local Government (MHCLG) announced that two Housing Infrastructure Fund bids were approved for co-development. The co-development phase commenced shortly after the announcement and is anticipated to take up to 6 months to complete.

Sub-regional Funding

- 3.8 In December 2013, Local Enterprise Partnerships (LEPs) submitted their respective Draft Strategic Economic Plans (SEPs) to central government, setting Investment priorities and activities for their respective LEP area, as the start of the 'negotiation process' with Government for securing Local Growth Funds (LGF). The City of York lies within two LEP areas - the Leeds City Region LEP and the York, North Yorkshire and East Riding LEP – and is consequently encompassed within two SEPs. Updated SEPs were subsequently submitted in March 2014 and government announced LGF awards, in July 2014.
- 3.9 Amongst sub-regional funding available, City of York Council and West Yorkshire local authorities have worked together to set up a West Yorkshire Plus Transport Fund. As part of the Leeds City Region City Deal, Government announced that the West Yorkshire Combined Authority had, uniquely, secured funding to establish a £1bn West Yorkshire plus Transport Fund (WYTF⁺). This will consist of Government funding over 20 years, along with other devolved transport funding previously secured through the City Deal and local contributions. It will underpin growth by improving the City Region's roads and railways and connecting people to jobs and goods to markets seamlessly. To date, funding has been secured (or is expected to be secured) from the WYTF⁺ for A1237 (York Outer Ring Road) improvements, public transport improvements, York Central Access and the Station Gateway.

Private Sector Delivery

- 3.10 Some elements of infrastructure will be provided and funded by private sector companies whose business is the provision of particular types of service or infrastructure, these include utility companies, and to an extent, public transport providers and GP surgeries. Furthermore, although in most circumstances, the private sector will only contribute funds to infrastructure from which they will derive direct benefit from, there is facility and precedence

for the Private Sector to directly fund, (to any value), infrastructure from which they may or may not derive direct benefit.

- 3.11 Many Statutory Undertakers (utilities) have a duty, under various Acts of Parliament, to maintain supply systems, and provide supplies to new users. For water, energy and telecommunications utilities these are as listed below:
- **Water** – the Water Industry Act 1991 - duty of every water undertaker to develop and maintain an efficient and economical system of water supply within its area and to ensure that all such arrangements have been made for providing supplies of water to premises in that area and for making such supplies available to persons who demand them.
 - **Electricity** – the Electricity Act 1898 - duty of an electricity distributor to make a connection between a distribution system of his and any premises, when required to do so by the owner or occupier of the premises, and to provide such electric lines or electrical plant as may be necessary to enable the connection to be used.
 - **Gas** - Gas Act 1986 - duty of a gas transporter to develop and maintain an efficient and economical pipe-line system for the conveyance of gas; and to comply, so far as it is economical to do so, with any reasonable request for him to connect to that system, and convey gas by means of that system to, any premises.
 - **Telecommunications** – Under the Communications Act 2003, it is the duty of the Secretary of State to make an order (the 'Universal Service Order') setting out his / her position on the extent to which networks, services and facilities are to be provided throughout the UK as universal services. For the whole of the UK, apart from the 'Hull Area', British Telecommunications plc. is designated as the universal service provider and it has to meet all reasonable requests for a connection to the public telephone network at a fixed location and for access to publicly available telephone services at a fixed location.

Developer Contributions

- 3.12 Developers will be required to contribute to the provision of infrastructure necessary to ensure their development achieves wider Local Plan objectives and is in line with the objectives of sustainable development. This may include the payment of a Community Infrastructure Levy (CIL), to help fund strategic infrastructure and through Conditions or Developer Obligations, including entering into S106 Agreements for site specific infrastructure. The City of York Local Plan Viability Assessment Update Study, 2018 identified a 'financial headroom', between development returns and costs taking into account the policy burdens of the City of York Local Plan Publication Draft February 2018 (Regulation 19 Consultation) (PDR), that could be used for further planning gain. Furthermore, it recommended that a range of residential and non-residential CIL rates would be affordable without putting at risk the bulk of development sites in most parts of the City of York unitary authority area. At present, however, the Council is yet to decide whether it wishes to introduce a CIL charge.

- 3.13 Following the adoption of the Local Plan, the Council will, in consultation with key delivery partners, developers and the community, set out more detail on York's CIL and the approach to S106 Agreements.

4. Infrastructure Requirements

Transport

Background

- 4.1 York has one section of the Strategic Road Network managed by the Highways Agency within the authority boundary - the A64(T), an all-purpose trunk road, comprising the southern and eastern sections of York bypass. To the west of the city, the A64(T) connects with the A1(M) and the national strategic motorway network. To the north east, the A64(T) connects the market town of Malton and the coastal resort town of Scarborough.
- 4.2 York currently faces a range of traffic issues mainly resulting from population growth and increased use of the private car. The City of York Local Transport Plan 2011-2031 (LTP3) identifies traffic congestion and its associated air quality and safety problems as major issues for the City. It suggests that without further significant action to encourage greater use of alternative modes of travel and tackling the increasing use of the car, the city faces a future with a more congested road network. This will affect not only the quality of life for the residents of York but also the ability of the city to attract new jobs, investment and tourism. These issues can currently be observed with traffic congestion occurring during the peak hours when people are travelling to or from work and at weekends with shopping/leisure traffic. Associated problems such as the impacts on air quality can also be identified.
- 4.3 The 2001 Census revealed that York experienced a net inward flow of trips to work (22,500 commute trips in, 17,200 commute trips out), reflecting its role as a major economic centre within the region. The ten-year period 1991 – 2001 saw a rise in commuting trips of approximately 65%. The 2011 Census shows that York still experiences a net inward flow of trips, albeit slightly lower than in 2001, and that the overall number of in and out trips has increased (25,734 commute trips in, 21,451 commute trips out – a rise of 14% and 25% respectively). Continued development in the city to meet its economic potential and housing need is likely to continue this trend, albeit that with the City's ambitions for economic growth and housing growth to match this, the rate of increase for inward and outward commuting is expected to fall.

Future Infrastructure Needs

- 4.4 Reflecting and adding to the strategic themes of LTP3, the transport policies within the Local Plan seek to enable the sustainable growth and development of the city through
- supporting development where it minimises the need to travel and maximises the use of more sustainable modes of transport,
 - providing quality alternatives (to the car),

- providing strategic links,
 - supporting and implementing behavioural change,
 - tackling transport emissions, and
 - improving the public realm.
- 4.5 Through LTP3 the Council has and continues to deliver a sustained travel behaviour change programme, supported by low cost infrastructure and service improvements with the aim of achieving a reduction in projected traffic delays by 2031. Achieving this aim will be realised through a range of interventions that will manage the increasing demand for travel in all parts of the city which are set out in detail in LTP3 and will be supported by the policies in the Local Plan. The implementation of some of these measures, such as the 'i-travel York' programme, funded through the Government's Local Sustainable Transport Fund, have already shown tangible benefits.
- 4.6 To support the Local Plan Pre Publication Draft (Reg 18) Consultation, September 2017 (PPDRC), future year forecasting of the transport impacts of potential residential and employment allocations together with the inclusion of a number of infrastructure improvements that can realistically be expected to be put in place within the Plan period was undertaken. This is contained in the Transport Topic Paper, 2017 (TTP 2017). In particular the TTP 2017
- Re-establishes the baseline (at 2016), and
 - models a future year (2032/33) with the quanta and location of employment and residential growth together with implemented and infrastructure improvements that can realistically be expected to be put in place within the Plan period '- i.e. the 'do minimum' scenario
- 4.7 The main outcome of this forecasting shows that from 2016 to 2032/33 on the network as a whole:
- Total trips increase by approximately 20%
 - Total travel time increases by approximately 30%
 - Total delay increases by approximately 55%
- 4.8 More detailed mapping of the forecast changes in traffic volume, traffic speeds and changes in traffic speed from the baseline year (2016) to the end of the plan period (2032/33) show that the main parts of the network to be impacted on are:
- The A64
 - A1237 Clifton Moor to A64 Hopgrove
 - A59/A1237 Roundabout /A59 / Wetherby Road
 - Malton Road
 - A19 / Fulford Road
 - Hull Road
 - Tadcaster Road
- 4.9 Although the more detailed mapping referred to in the preceding paragraph shows the changes in traffic volumes and vehicle speeds across the network they may not necessarily give the information that would be of direct relevance to road users undertaking journeys into, around, or through York. To provide a more relevant indication of how a typical journey will be affected

in the future year the changes on travel time on the fifteen routes that could be deemed to be representative of 'typical' trips on the network are shown in Table 4.1. It can be seen from Table 4.1 that the majority of the forecast delays are relatively modest < 2mins. However two routes are forecast to experience higher levels of delay

- Fulford Road (inbound) – approximately +4mins. (am and pm peaks).
- Wigginton Road (outbound) – approximately +7 mins. (pm peak)
(inbound) - small decrease (am and pm peaks)

- 4.10 One of the main purposes of the TTP 2017 was to elicit views through the consultation on the PPDRC on the forecast traffic levels, to be considered by Members as the plan is progressed to Publication Draft. Some of the representations made to the PPDRC commented that insufficient transport infrastructure is being provided.
- 4.11 Following the consultation on the PPDRC, Members approved at Executive on the 25th January 2018, the Local Plan Publication Draft (PDRC) for the statutory Regulation 19 consultation. The main changes with regard to allocations from PPDRC to PDRC were
- York Central (ST5) housing allocation increased to 1700-2500 dwellings overall (1500 in Plan Period)
 - York Central employment increased to 100,000m2 B1(a)
 - Queen Elizabeth Barracks (ST35) housing allocation reduced to 500 dwellings
 - Access to York Central off Water End
- 4.12 The subsequent Transport Topic Paper, 2018 (TTP 2018) models the forecast traffic impacts of the PDRC. It shows that although there may be some variations in traffic volumes and speeds in the vicinity of York Central arising from the revised quantum of development and the access off Water End, the changes in city-wide impacts (including the fifteen routes plus one more route – Strensall Road - that could be deemed to be representative of 'typical' trips on the network) would be negligible.
- 4.13. The TTP 2018 also contains a diagram (Figure 1) showing the interaction between growth, transport, viability and which considers a two-stage process for assessing any additional infrastructure requirement. Stage 1 represents the 'do minimum' scenario in the TTP 2018. Stage 2 represents the situation whereby additional infrastructure can be identified to reduce the forecast level of congestion on the network, if it is likely that it could be funded. An associated report on viability – the City of York Local Plan Viability Assessment Update Study, April 2018 - identified a 'financial headroom', taking into account the policy burdens of the PDRC, that could be used for further planning gain. In view of this, consideration of representations to the PPDRC and more detailed interrogation of the traffic modelling outputs the transport infrastructure in Appendix 1 includes transport infrastructure, over and above that in the 'do-minimum' scenario, to support the delivery the Local Plan over a period of 15 years, whilst reducing the level of congestion forecast in the TTP 2018.

Table 4.1 Comparison of future year modelled travel times with baseline year travel times (TTP 2017)

Trip		2016 Base year modelled peak hour trip time (min : sec)		Future Year (2032/33) Forecast					
				Modelled peak hour trip time (min : sec)		Increase from baseline year (min : sec)		Percentage increase in time from Baseline year	
Route No.	Description	AM	PM	AM	PM	AM	PM	AM	PM
1	A1237 (Northbound)	26:38	34:46	28:03	32:34	01:25	-02:12	5.3	-6.3
	A1237 (Southbound)	26:28	25:55	28:26	28:34	01:58	02:39	7.4	10.2
2	A64 (Northbound)	14:05	14:06	16:06	16:06	02:01	02:00	14.3	14.2
	A64 (Southbound)	14:07	14:47	15:42	17:15	01:35	02:28	11.2	16.7
3	Inner Ring Road (Clockwise)	22:15	25:48	24:11	27:39	01:56	01:51	8.7	7.2
	Inner Ring Road (Anti-clockwise)	19:03	21:38	20:40	23:27	01:37	01:49	8.5	8.4
	A1036 Tadcaster Road (Inbound)	12:55	12:32	13:24	12:40	00:29	00:08	3.7	1.1
	A1036 Tadcaster Road (Outbound)	11:24	10:27	11:54	11:08	00:30	00:41	4.4	6.5
5	A19 Fulford Road (Inbound)	15:46	14:18	19:31	18:49	03:45	04:31	23.8	31.6
	A19 Fulford Road (Outbound)	13:25	23:16	14:16	24:22	00:51	01:06	6.3	4.7
6	A1079 Hull Road (Inbound)	17:46	15:17	19:40	16:59	01:54	01:42	10.7	11.1
	A1079 Hull Road (Outbound)	12:11	14:47	12:37	18:18	00:26	03:31	3.6	23.8
7	A1036 Malton Road (Inbound)	07:40	08:12	08:04	9:04	00:24	00:52	5.2	10.6
	A1036 Malton Road (Outbound)	07:21	07:29	07:30	7:49	00:09	00:20	2.0	4.5
8	B1363 Wigginton Road (Inbound)	14:08	13:35	13:56	15:05	-00:12	01:30	-1.4	11.0
	B1363 Wigginton Road (Outbound)	13:59	13:34	13:40	20:39	-00:19	07:05	-2.3	52.2
9	A19 Shipton Road (Inbound)	14:23	09:57	12:30	09:55	-01:53	-00:02	-13.1	-0.3
	A19 Shipton Road (Outbound)	10:49	09:19	09:54	09:02	00:55	-00:17	8.5	-3.0
10	A59 Boroughbridge Road (Inbound)	18:10	17:13	18:19	18:39	00:09	01:26	0.8	8.3
	A59 Boroughbridge Road (Outbound)	15:50	19:20	17:16	19:58	01:26	00:38	9.1	3.3
11	B1224 Wetherby Road (Inbound)	08:07	08:09	08:35	08:31	00:28	00:22	5.7	4.5
	B1224 Wetherby Road (Outbound)	07:53	07:53	08:03	08:12	00:10	00:19	2.1	4.0
	Haxby Road (Inbound)	15:24	11:29	14:45	12:13	-00:39	00:44	-4.2	6.4
	Haxby Road (Outbound)	11:18	11:41	11:21	14:23	00:03	02:42	0.4	23.1
13	Water End (to northeast)	05:12	03:26	05:13	03:37	00:01	00:11	0.3	5.3
	Water End (to southwest)	03:38	03:40	03:35	03:37	-00:03	-00:03	-1.4	-1.4
14	Leeman Road (Inbound)	05:11	03:38	05:11	03:37	00:00	-00:01	0.0	-0.5
	Leeman Road (Outbound)	03:25	05:41	03:25	05:40	00:00	-00:01	0.0	-0.3
15	Bishopthorpe Road (Inbound)	09:52	08:38	09:53	08:40	00:01	00:02	0.2	0.4
	Bishopthorpe Road (Outbound)	08:34	08:42	08:40	09:08	00:06	00:26	1.2	5.0

- 4.14 Funding for strategic transport infrastructure schemes and behavioural change measures and more localised transport infrastructure is likely to come from the following sources:
- Local Transport Plan (LTP3) settlement;
 - major scheme bids, via the 'West Yorkshire Plus' programme (Local Growth Fund);
 - Highways England (for the A1237/A64 at Hopgrove);
 - New Homes Bonus;
 - developer contributions (CIL and S106), and
 - other scheme-specific bids.

Responsibility for Delivery

- 4.15 Due to the scale and location of growth as proposed in the Local Plan, the responsibilities for delivering the infrastructure (and services) to realise this rest with several organisations or bodies, including:
- City of York Council;
 - developers – immediate highway works connected to new developments and contributions toward strategic infrastructure;
 - public transport operators;
 - Network Rail;
 - Highways England,
 - utilities, and
 - neighbouring authorities and sub-regional groups - joint working

Potential Issues – Risks and Contingencies

- 4.16 Key components of funding for transport infrastructure will be:
- National funding (through successful bids), and
 - developer contributions for strategic infrastructure.
- 4.17 For the former, there is a risk that current or future bids or work currently ongoing as a result of previously successful bids (e.g. the co-development phase of Housing Infrastructure Fund bids) may be unsuccessful. In such events other potential sources of funding would be sought. If it becomes clear that funding is not available, and schemes cannot go ahead, then this could trigger a review of the development levels included in the Local Plan and a review of the timescales for the delivery of strategic infrastructure. For the latter there is a risk that the costs of any policy requirements likely to be applied to development could render it unviable, albeit that the Local Plan Viability Assessment Study Update (2018) shows that the majority of the general and strategic site typologies tested are viable.
- 4.18 The City of York Local Transport Plan 2011-2031 (LTP3) was released in 2011, so is now seven years old and has not yet been reviewed. Whilst progress against it has been good, some elements within it are now unlikely to be delivered. In view of this and, since 2011, the evolution of the planned growth for York it is likely that it will need to be reviewed in the near future. It

is anticipated, however, that the 'refreshed' LTP3 will remain aligned with the current LTP3 and the Local Plan.

Consultation with Delivery Partners

- Ongoing attendance at the Harrogate Line Officers Group;
- meetings with Highways England - formerly the Highways Agency - (from March 2013);
- meetings with East Riding of Yorkshire Council and Highways England (from May 2013), and
- the involvement of colleagues in transport planning throughout the preparation of the Local Plan.
- Meetings with the York Quality Bus Partnership (QBP)
- Network Rail.
- Developer /landowner design teams for strategic sites

Reference Documents

- City of York Transport Topic Paper (2017)
- City of York Transport Topic Paper (2018)
- City of York Local Transport Plan 2011-2031 (LTP3) (2011) CYC

Health

Background

- 4.19 The primary healthcare facilities in York (correct at April 2018) comprise
- 37 GP practices belonging to 11 practice groups⁵,
 - one urgent care centre located in the emergency department at York Hospital,
 - 45 pharmacies⁶,
 - 17 dental practices^{7,8}, and
 - 19 opticians⁹
- 4.20 NHS England is responsible for the commissioning of primary care services (medical, dental, eye health and pharmacy), public health, offender health, military and veteran health, and specialised services. For community pharmacy services, the York Health and Wellbeing Board is responsible for conducting a Pharmaceutical Needs Assessment (PNA) that considers the

⁵ York Health and Wellbeing Joint Strategic Needs Assessment updated November 2017

⁶ York Pharmaceutical Needs Assessment 2018-21

⁷ From 2018 nhs data.

⁸ The Care Quality Commission website

<http://www.cqc.org.uk/search/services/dentists?location=York> lists 67 results for Dentist services within 15 miles of York

⁹ From NHS Choices website <https://www.nhs.uk/service-search>

degree to which community pharmacies meet the needs of York residents¹⁰. NHS England uses this assessment in their market entry evaluations.

- 4.21 City of York Council is responsible for public health duties¹¹. These include the commissioning of sexual health services, drug and alcohol recovery services, NHS health checks, national child measurement program, smoking cessation services, and a broad range of population based health improvement initiatives in order to meet population need. NHS England funding for public health is 'ring fenced' within the local authority budget.
- 4.22 The NHS Vale of York Clinical Commissioning Group (CCG) has the responsibility for the planning and purchasing of the majority of secondary health services. This includes:
- Planned hospital care
 - Urgent and emergency care
 - Rehabilitation care
 - Community health services
 - Mental health and learning disability services
 - The CCG also represents patients registered with GP practices in York and across the Vale of York.
- 4.23 The York Teaching Hospital NHS Foundation Trust operates from eight sites and provides a comprehensive range of acute hospital and specialist healthcare services for approximately 800,000 people living in and around York, North Yorkshire, North East Yorkshire and Ryedale.

Future Infrastructure Needs

- 4.24 The York PNA 2018-2021 states that overall there is a good level of pharmacy services in York. This includes good geographical coverage and an overall good level of public satisfaction at present. The PNA references the York Local Plan and identifies that large new developments may substantially increase the need for community pharmacy services.
- 4.25 The North Yorkshire and Humber oral health needs assessment 2015 (OHNA) states that access to dental care is better across North Yorkshire and Humber as a whole when compared with England. This report does not have information relating specifically to the level of need in York. The 2018 Healthwatch York report 'Filled to Capacity'¹² provides evidence that some residents in York experience difficulty in accessing NHS dentistry services as new patients. Moreover, the vast majority of NHS dentistry surgeries in York are not accepting new adult NHS patients¹³.

¹⁰ Key partners from the NHS, public health and local government, including Healthwatch as the patient's voice to jointly plan how best to meet local health and care needs.

¹¹ <https://www.gov.uk/government/publications/public-health-in-local-government>

¹² <https://www.healthwatchyork.co.uk/our-work/hw-york-publications/>

¹³ <https://www.nhs.uk/service-search/Dentists/York/Results/12/-1.08/53.962/3/24782?distance=25>

- 4.26 Discussions with healthcare providers in December 2012 confirmed earlier indications from the PCT (as the predecessor to the NHS England/CCG) that the GP to patient ratio in York is quite good, overall, and could accommodate some expansion in patient numbers. However, some expansion of GP provision/services may be needed over the lifetime of the Local Plan. The largest need in the medium-to-long-term will be generated by the Strategic Sites. The cumulative impact of ongoing residential development may result in the need for further local health services, depending on its location. NHS England data¹⁴ identifies that for the Vale of York, there are 253 practitioners in GP practices, accounting for 198 FTE (correct December 2017). Given the Vale of York population of 336,000¹⁵ this means that there are 1,700 people living in the Vale of York for each FTE GP practitioner.
- 4.27 Additional capacity can be provided in a range of ways, including expansions of existing surgeries, branch surgeries, extended opening or alternative services. These may also be combined with other primary care and community services provision.
- 4.28 In addition to population growth, the former PCT also recognised the need to respond to an aging population. Its ambition was to focus on providing a wider range of services in primary care close to people's homes and in locations that are accessible. Further discussion with the new bodies has confirmed that this ambition remains.
- 4.29 A key part of the York Teaching Hospital NHS Foundation Trust's future strategy is to increase the number of services that are provided in the community. This will result in a reduction in the number of beds at the hospital as the Trust transfers more services to the community. The proposed increase in population as a result of new development is being taken into account in its plans and will result in bed spaces being reduced at a lower rate than previously planned whilst continuing with its strategy of developing more community based services.
- 4.30 There are a number of other factors linked to the increase in population which the Trust indicates will have an impact on the services it provides. Increasing life expectancy, coupled with population growth, will significantly challenge the provision of care for the elderly. The Trust has stated its intention to work with partners to ensure that appropriate services continue to be provided. The increase in population is also expected to put pressure on the provision of maternity and emergency care. Both of these services are already at or are nearing capacity in York.
- 4.31 An increased demand for new clinical accommodation over the period to 2030 has already been identified and the Trust is currently working on a Masterplan for the District Hospital site that will provide sufficient new build to accommodate these increases. The two key sites that will contribute to this development are in the Trust's ownership, and are the development zone

¹⁴ <https://digital.nhs.uk/catalogue/PUB30207>

¹⁵ <http://www.valeofyorkccg.nhs.uk/about-us/about-the-vale-of-york/>

adjacent to the new multi-storey car park, and the ex-residential accommodation at Bootham Park Court.

- 4.32 The healthcare service generally responds to spatial patterns of growth, and local services are improved and expanded in line with new development, sometimes through developer contributions.
- 4.33 Local authorities are responsible for improving the oral health of their population. They have responsibility for commissioning oral health improvement programmes and oral health surveys. The majority of the current oral health improvement programmes in North Yorkshire and Humber follow a targeted population approach, focussed primarily towards children. NHS England is currently establishing an activity-based set of criteria for prioritising where investment in dental services infrastructure is made in North Yorkshire and the Humber.

Timescales and Funding

- 4.34 Funding for strategic healthcare infrastructure is likely to come from the following sources:
- public sector funding e.g. NHS England's Estates and Technology Fund;
 - private investment, for example by GPs – e.g. leasing premises managed by NHS Property Services or by Community Health Partnerships, or
 - Developer conditions or contributions – these may be sought for the provision of new community health facilities such as GP facilities

Responsibility for Delivery

- 4.35 Local delivery is primarily the responsibility of the NHS Commissioning Board Local Team, the CCG and the York Teaching Hospital NHS Foundation Trust.

Potential Issues – Risks and Contingencies

- 4.36 Information provided by the former PCT and the Trust confirms that risks to providing healthcare services to meet needs directly arising as a result of new development are low. However, it is recognised that recent changes to the health service, such as the proposal to remove the requirement for patients to register with a local GP and the changing role of GPs, may have spatial implications.

Consultation with Delivery Partners

- Meeting with North Yorkshire and York Primary Care Trust (PCT) to discuss Core Strategy (March 2008)
- North Yorkshire and York PCT response to Allocations DPD Issues and Options (May 2008)
- York Hospitals NHS Foundation Trust response to Allocations DPD Issues and Options (May 2008)
- Correspondence with North Yorkshire and York PCT (July 2010)

- Correspondence with York Hospitals NHS Foundation Trust (August 2010)
- Discussion with the Director of Public Health (September 2012)
- Discussion, via the telephone, with North Yorkshire and York PCT/ Clinical Commissioning Group, NHS Vale of York and York Hospitals NHS Foundation Trust (December 2012)
- Attendance at several meetings of the Asset Board (2012-13)
- Meetings with representatives from NHS England, NHS Property and the York Teaching Hospital NHS Foundation Trust 2015, regarding the York Hospital Masterplan

Reference Documents

- Guide to the NHS for Local Planning Authorities (2007) Department of Health
- Healthier Lives: NHS North Yorkshire and York's Strategic Plan 2010-2015 (2010) NHS North Yorkshire and York
- York Health and Wellbeing Joint Strategic Needs Assessment (updated November 2017) (website), City of York Council
- York Pharmaceutical Needs Assessment 2018-2021 (2017), City of York Council
- North Yorkshire and Humber oral health needs assessment 2015, (2015) Public Health England

Emergency Services

Background and Future Infrastructure Needs

Fire and Rescue

4.37 Fire and Rescue Services are provided by the North Yorkshire Fire and Rescue Service. In the 2007/2008 Integrated Risk Management Plan North Yorkshire Fire and Rescue Service proposed a fundamental review of the services they provide in the City of York. The Service completed a year long review of provision in the City of York area. The purpose of the review was to improve service provision and facilities. The review considered York, Acomb and Huntington fire stations and took account of planned developments for the south east quadrant of the City and in so doing an opportunity to enhance the emergency cover provision for that area, particularly around the Hull Road (A1079) and the University of York.

4.38 As a result of the review, the Service built a new fire station on Kent Street and closed the Clifford Street station.

Ambulance

4.39 Ambulance services are provided by the Yorkshire Ambulance Service NHS Trust (YAS). In responding to Government calls for the YAS to improve response times to emergency 999 calls, YAS has taken the opportunity to

revise the way in which it locates its vehicles in order to meet the more stringent national NHS response targets. This alternative approach as to how a more effective service is provided has led to the development of a more time and cost efficient service that is response-led, based upon a 'Hub and Spoke' system. The 'Hub and Spoke' system aims to develop a more responsive system by locating satellite ambulance response teams at key points on the edge of the urban area in close proximity to both densely populated areas and key highway networks. These response locations (Stand-By points) are located away from the Hub in a spoke-like manner and are positioned in locations where they can meet government response time targets at all times of the day.

- 4.40 The 'hub and spoke' strategy is intended to be flexible such that the existing standby points can be relocated, or supplemented, according to demand. The YAS notes that the City of York Council is, through the Local Plan, proposing new settlements in the form of villages that sit outside the main urban area. These new settlements are not currently catered for in the ambulance services current response locations. These new settlements, therefore, generate a challenge for YAS in responding to the Government target response times which cannot be met from the existing Hub and Spoke strategy that operates within the City of York.
- 4.41 To ensure that target response times can continue to be met, YAS has requested that for the five large new stand-alone proposals (Sites ST7, ST8, ST9, ST15 and ST16) specific text is included within each of those allocations to make provision for a spoke facility (subject to dialogue with YAS to ascertain whether a facility is required at the time of an application being submitted).

Police

- 4.42 Policing services are provided by North Yorkshire Police. The Police indicate that to respond appropriately to the level of growth they would need to consider the structure and size of their Safer Neighbourhood Teams. They state that it is likely that this response will not be in the form of capital projects, which will be very limited. Instead there will be a stronger emphasis on making better use of their existing estate and on partnership working to avoid the duplication of buildings and considering shared use with other public sector bodies in the city. Further response will come as part of wider changes to the policing service such as delivering more services through joint working with the three other police forces in the region and changes to response policing and how they respond to calls which are non police- specific.

Timescales and Funding

Fire and Rescue

- 4.43 A new fire station on Kent Street has been built and is now operational.

Ambulance

- 4.44 Whilst temporary funding issues have arisen, it is not anticipated that financial constraints will impact upon the need to gear the Ambulance Trust's operations to the growth anticipated over the period of the Plan.
- 4.45 The Ambulance Trust keeps its operational effectiveness under constant review, principally measured against response time targets set by central government. As the city grows, it may be that new standby point locations will need to be found, but, by virtue of the very considerable investment made by the Ambulance Trust within the city in recent years, it is fully expected that any growth can be accommodated and funded.

Police

- 4.46 The main sources of funding will be Home Office grants and Council tax, as well as potentially developer contributions (S106/CIL) to related elements such as CCTV (equipment).

Responsibility for Delivery

- 4.47 North Yorkshire Fire and Rescue Service, Yorkshire Ambulance Service NHS Trust and North Yorkshire Police are responsible for delivering emergency service provision for the City of York area.

Potential Issues – Risks and Contingencies

- 4.48 No potential issues, risks or contingencies have been identified at this stage.

Consultation with Delivery Partners

- Meeting with Yorkshire Ambulance Service NHS Trust to discuss Core Strategy (March 2008)
- Meeting with North Yorkshire Fire and Rescue Service to discuss Core Strategy (March 2008)
- Correspondence with North Yorkshire Police (July 2010)
- Correspondence with Yorkshire Ambulance Service NHS Trust (July 2010)
- Correspondence with North Yorkshire Fire and Rescue Service (August 2010 and February 2011)
- Meeting with North Yorkshire Fire and Rescue Service (April 2011)
- Email correspondence and discussion via the telephone, with representatives from Yorkshire Ambulance Service NHS Trust, North Yorkshire Fire and Rescue Service and North Yorkshire Police (October / November 2012)
- Attendance at several meetings of the Asset Board (2012-13)

Reference Documents

- North Yorkshire Policing Plan 2010-2013 (2010) North Yorkshire Police
- Integrated Risk Management Plan 2007-2011 (amended 2008) North Yorkshire Fire and Rescue Service
- North Yorkshire Fire and Rescue Capital Programme 2010/11 to 2015/16 (2011) North Yorkshire Fire and Rescue Service
- North Yorkshire Fire and Rescue Corporate Report 2010/2011 (2010) North Yorkshire Fire and Rescue Service
- North Yorkshire Fire and Rescue Leaflet, York Service Provision Review —Your Chance to Have a Say (2008) North Yorkshire Fire and Rescue Service
- Report to the Fire Authority: Proposed Revision to the Existing Scheme for Fire Cover in the City of York (9th February 2011) North Yorkshire Fire and Rescue Service

Utilities - Gas

Background

- 4.49 National Grid owns the gas distribution system in England and Wales with day-to-day responsibility for managing supply with demand, and Northern Gas Networks (NGN) is the gas distribution operator for the York area. The gas companies pay gas distribution operators, such as NGN, a tariff to use the networks to distribute gas to their customers.

Future Infrastructure Needs

- 4.50 Information on provision across the region shows that in general terms, gas supply is not constrained as the region benefits from a number of connections to the national high pressure transmission network, as well as having an extensive and robust core network around the main urban areas. However, many rural areas have no gas supply. Supply and connection are currently unconstrained in York, with Northern Gas Networks indicating that its systems are robust enough to be able to supply future development in York.
- 4.51 At a strategic level there may be a need to reinforce the network to the north east of the city of York area, for example the supply which feeds up to the Strensall area. Given the scale of development proposed in this area, however, this is not viewed as a significant constraint as it should be comfortably achieved as part of the continuing development and maintenance of the network.
- 4.52 At a more localised level, most sites and new customers will be supplied through low pressure systems. Exact connection points would be explored with developers through the development of each site and therefore cannot be assessed in detail at the strategic level. Northern Gas Networks consider that there will be a requirement to reinforce some of the low pressure network to accommodate the scale of developments proposed, although it is of the view

that the scale of these reinforcements would not cause any significant problems.

Timescales and Funding

- 4.53 The timing of any reinforcement works is dependant upon the rate of development. Northern Gas Networks normally only construct reinforcements as they are required to ensure that any investment is managed efficiently. Network providers are not permitted to invest speculatively but they can take account of local development plans when already undertaking investment.
- 4.54 For the funding of reinforcement works Northern Gas Networks operates an Economic Test which determines the amount of investment that it is prepared to invest in the scheme. From experience Northern Gas Networks cover the majority of reinforcement costs, but there are occasions when customers are also expected to make a contribution. This will depend upon a variety of factors such as the location of the site on the network and the size of the gas load.
- 4.55 For any new mains that are needed to take supplies up to and into the development sites, the costs for this work are fully chargeable to the customer.

Responsibility for Delivery

- 4.56 Northern Gas Networks has a statutory duty to supply new customers. The Council has a role to play in implementing policies on energy efficiency and renewable energy which will reduce the demand for gas.

Potential Issues – Risks and Contingencies

- 4.57 Whilst gas supply is currently commercially preferable for the delivery of new housing, it is not essential. Furthermore, given policy changes concerning sustainable design and construction, energy efficiency and renewable energy sources, in the longer term gas infrastructure may become less important for new development. For example, as people begin to rely on other fuels and as appliances and buildings become more efficient.

Consultation with Delivery Partners

- Meeting with Northern Gas Networks (NGN) to discuss Core Strategy (February 2008);
- United Utilities Operations (for NGN) response to Infrastructure Paper (September 2009);
- Correspondence with United Utilities Operations (for NGN) (July 2010).
- Email correspondence and discussion via the telephone (November 2012)

Reference Documents

- Regional Integrated Infrastructure Scoping Study (2008) Yorkshire and Humber Assembly)
- Presentation from NGN to regional infrastructure meeting (October 2009)
- Regional Infrastructure Hub – www.lgyh.gov.uk

Utilities - Electric

Background

- 4.58 National Grid owns the electricity distribution system in England and Wales with day-to-day responsibility for managing supply with demand. Northern Powergrid, which is a wholly owned subsidiary of Berkshire Hathaway Energy, runs the major electricity distribution network that provides power to customers in the Northeast, Yorkshire and northern Lincolnshire, covering an area of 25,000 square kilometres. It is responsible for 31,000 substations and 91,000 kilometres of overhead lines and underground cables. The York area is covered by Northern Powergrid (Northeast) Ltd.
- 4.59 Distribution networks are of most relevance to land use planning. Whilst the National Grid Transmission Network is important, with the exception of the largest commercial customers, all direct supplies tend to come via the distribution networks.
- 4.60 The key electricity infrastructure considerations for the Local Plan are the 33kV (extra high voltage) and 11kV (high voltage) systems. The 33kV system distributes power between the National Grid and the high voltage systems. The 11kV system distributes electricity from the 33kV system into and around local urban and rural areas. For both 33kV and 11kV systems they are mainly underground in urban areas and overhead in rural areas.
- 4.61 The current capacity and future development of the 132kV and 33kV networks in Northern Powergrid (Yorkshire) plc are set out in its Long Term Development Statement (LTDS) which is compiled in accordance with Condition 25 of the Standard Conditions of the Electricity Distribution Licence and revised and published on or before the 30th November each year. The LTDS includes the maximum measured demands in the previous year and forecasts forward over the next five years. It also includes details of any financially authorised projects in place to increase the capacity of the networks. The full LTDS provides the following information:
- A general summary of the DNOs network design;
 - Access to geographic map files showing the 132kV and EHV systems;
 - Schematic diagrams detailing the connectivity and normal operating configurations of the distribution system;
 - Circuit data and transformer data;
 - Load information;
 - Fault-level information;

- Distributed generation connected at each major substation;
- An outline of authorised system development proposals, including details of work proposed, expected timescales and impact on the capacity of the distribution system;
- The number of third-party enquiries for a connection at each major substation.

4.62 Appendix 5 of the LTDS shows the firm capacity, the maximum demand for the previous year and the forecast maximum demand on each primary substation for the next five years. Table 4.1 below is an extract from Appendix 5 of the LTDS showing the current utilisation of the substations supplying York and surrounding area. This table indicates that there is currently spare capacity for the connection of demand in York.

4.63 In addition to the LTDS, Northern Powergrid also provides load and generation availability maps, also known as heat maps, on its website. These heat maps are updated monthly and provide the latest picture of the capacity for the connection of load and generation at particular points across the whole of the Northern Powergrid network area (see <https://www.northernpowergrid.com/demand-availability-map> and <https://www.northernpowergrid.com/generation-availability-map>).

Table 4.1 Major substation loading in the York area

Substation Name	Secondary Voltage	Firm Capacity	Max Demand		Forecast Load Information				
			2016/17		'17/18	'18/19	'19/20	'20/21	'21/22
	kV	MVA	MVA	%	MVA	MVA	MVA	MVA	MVA
Melrosegate	33	180	126	70%	132	132	133	133	134
Campleshon Road	11	24	17	69%	18	18	18	18	18
Elvington	11	20	12	61%	13	13	13	14	14
Foss Islands	11	36	28	77%	20	20	20	21	21
Haxby Road T1 T4	11	18	9	52%	10	10	10	10	10
Haxby Road T2 T3	11	14	12	84%	12	12	12	12	12
Huntington New Lane	11	24	18	74%	20	20	21	21	21
Melrosegate 33/11kV	11	32	8	26%	16	16	17	17	17
Rawcliffe Lane	11	24	17	71%	17	17	17	17	17
York University	11	24	13	55%	13	13	13	13	14
Poppleton	33	120	43	36%	44	44	44	44	44
Gale Lane	11	24	9	39%	9	9	9	9	10
Severus Hill	11	24	14	58%	14	14	14	14	14
Skeldergate	11	32	16	51%	16	16	16	17	17

4.64 In the heat maps, green areas indicate where there is spare capacity and generally where connections can be made quickly and cheaply due to there being no requirement for network reinforcement. Red indicates where capacity is approaching being fully utilised and where connections might take more time due to the need for reinforcement of the network and may be more expensive as connectees do have to pay a proportion of reinforcement costs

depending on their point of connection and the part of the network that requires reinforcement.

- 4.65 The net load on the Northern Powergrid distribution substations has fallen over the last 15 years due to improvements in energy efficiency, the general economic slow-down in the UK and the connection of embedded generation. It is forecast that this trend will continue in the short-term but then will start to reverse when the take up of low carbon technologies such as electric vehicles (EVs) begins to accelerate. The rate of take-up of EVs is uncertain in terms of number, type, battery sizes, charger capacities, etc and the impact of these on the network is also uncertain and depends on where the people who are likely to buy electric vehicles live and work and also on whether customers can be incentivised to the charge their batteries at times of low demand or even support the network at times of high demand. Hence future reinforcement plans will need to be based upon the analysis of a number of take-up scenarios.
- 4.66 The load requirements of a future domestic property could be quite different to those experienced in the past due to the expected uptake of EVs, PV, battery storage technologies and heat pumps which will facilitate the decarbonisation of heat and transport and potentially place more load onto the electricity networks, depending on how customers use these technologies.
- 4.67 Northern Powergrid closely monitors the load on its substations and reviews its load forecasts every year, using this information to inform its reinforcement plans for general load growth, but it should be noted that these forecasts relate principally to the underlying load growth and do not, with the exception of recently accepted connection offers, include for anticipated but not confirmed future connection of large new loads such as new factories or housing estates. These should be dealt with via Northern Powergrid's connections process and the impacts of larger developments will be responded to following a formal application where the developers are able to provide more specific detail of their plans and requirements.
- 4.68 Northern Powergrid also provides details of its ten year investment plan on its website in the form of an Investment Map. This allows users to see the wider range of network investments planned in a particular geographic area and includes details of condition-based replacement/refurbishment, reinforcement works and flood defence work. This is available at <http://www.northernpowergrid.com/investments-in-your-area>.

Future Infrastructure Needs

- 4.69 At a strategic level, Northern Powergrid has identified a few areas in the City of York that may require some EHV (33kV) reinforcement depending on the nature of the developments. These areas / schemes include:
- ST5 - York Centre (Teardrop)
 - ST9 - Haxby Road
 - ST14 - Wiggington Road
 - ST15, ST26 - Elvington

- ST27 - University

- 4.70 At the detailed level there may be a need to reinforce some of the 11kV distribution network systems in the areas associated with the following schemes:
- SS8, T5, ST4, H56 - Hull Road
 - SS10, T5 - Huntington
 - SS23, ST19 - North Minster.
- 4.71 Northern Powergrid indicates that this would need to be considered further once the details of schemes are known in terms of their electricity needs.
- 4.72 Electricity providers indicate that in some ways it is difficult to determine future demand for mains electricity, giving the example of how demand might be impacted by the sustainability agenda. On the one hand this may reduce demand given improved efficiency of appliances and a higher proportion of onsite renewable energy generation. However, on the other hand, it might result in increased demand (for example, through increased use of electric cars creating demand for charging points). The difficulty with onsite generation is that it masks demand as users are only relying on the main network some of the time. If the local generation temporarily fails then the main network still needs to be able to cope with demand. Northern Powergrid is working to improve its longer term forecasting based upon future possible scenarios of the uptake in low carbon technologies such as renewable generation and electric vehicles and the impact that these will have on electricity networks and this process can be enhanced with the information from local authority infrastructure development plans where these are able to provide future load and generation requirements..
- 4.73 The infrastructure required to connect new stand-alone renewable energy generators to the grid also needs to be considered. The Northern Powergrid Generation Availability Maps show where there is capacity for the connection of generation and Northern Powergrid has indicated that it is seeking smarter ways to accommodate generation connections to enable it to maximise the amount of generation that can connect, although additional investment may be needed, to accommodate these technologies. This is something that will be looked when considering the commercial viability of particular stand-alone renewable energy schemes.
- 4.74 The distribution of electricity to homes and businesses is not a constraint on growth. In future, the peak load per domestic dwelling may increase significantly, whilst the increasing role of battery technologies and renewable (intermittent) generation will also influence the design and operation of local distribution networks

Timescales and Funding

- 4.75 Under the charging guidelines laid out by Ofgem developers will pay for standard connections to new residential and commercial properties. However, developer costs are limited to those needed to provide sufficient power up to

one voltage above the development's voltage requirements and to the proportion of capacity that a development uses. Beyond this NPg make a contribution to the costs of connection and increasing capacity.

Responsibility for Delivery

- 4.76 NPg manage and operate the electricity distribution network. Developers have a role in funding connections to new developments. The Council also has a role in reducing the overall demand for electricity from the National Grid through implementing and monitoring policies on renewable energy requirements, energy efficiency and sustainable building design.

Potential Issues – Risks and Contingencies

- 4.77 NPg has indicated that it envisages no risks in providing sufficient distribution capacity for York's planned growth.

Consultation with Delivery Partners

- Email correspondence and discussion with NPg, via the telephone (from November 2012 onwards)

Reference Documents

- Renewable Energy: Strategic Viability Study for York (2010) AEA for CYC
- Regional Integrated Infrastructure Scoping Study (2008) Yorkshire and Humber Assembly
- Presentation from CE Electric to regional infrastructure meeting (October 2009)
- Regional Infrastructure Hub – www.lgyh.gov.uk

Utilities - Telecoms

Background

- 4.78 The significance of the digital revolution, the evolution of big data, fast connectivity, the Internet of Things (a proposed development of the Internet in which everyday objects have network connectivity, allowing them to send and receive data) and emerging technological devices, whether in the home, at work or on the move, has brought in its wake an increasing expectation that 'doing things digitally' is the default position.
- 4.79 To support this digital advance, York has recognised the importance of establishing a blend of high speed and quality fixed and wireless digital communications infrastructure that supports the development of York's world-class ultrafast connectivity and high speed connectivity for the City's transport network. For example, York is the first UK city to get 1000Mb UltraFibreOptic broadband connectivity.

- 4.80 The first priority has been to promote York as a place for both private sector investment and, where appropriate, public funded investment. There is now an expanding, open and dynamic market in York pertaining to the provision of digital connectivity for new developments, thus enabling increased levels of customer choice through this increased competitive landscape.

Future Infrastructure Needs

- 4.81 Demand for digital services and applications will continue to rise rapidly, with a consequent acceleration in the amount of data being carried over networks. The current and future availability of the digital infrastructure and network capacity are not seen as major constraining factors to future homes growth, or growth in businesses, except in relation to accommodating growth in isolated areas, therefore, given the location of proposed growth it is unlikely that there will be any strategic telecoms infrastructure issues in York.
- 4.82 All new development will be required to enable a Next Generation Access (NGA) broadband connection (i.e. to communications infrastructure that provides a broadband in excess of a minimum of 24Mbps (30Mbps for contracts signed from 2017 onwards)) unless the developer can clearly demonstrate that meeting this requirement is not viable. Where it can be demonstrated that the provision of a NGA broadband connection is not viable, proposals should provide a minimum download connection of 10Mbps and incorporate suitable infrastructure to support delivery of NGA broadband at a future date.

Utilities – Water

Background

- 4.83 Water utilities infrastructure in the York area is provided by Yorkshire Water. There are four aspects to their infrastructure: water resources; water distribution¹⁶; sewerage¹⁷; and waste water treatment¹⁸.

Future Infrastructure Needs

Water resources

- 4.84 Yorkshire Water's 2013 Water Resources Management Plan (WRMP)¹⁹, sets out Yorkshire Water's plans to maintain a balance between supply and demand for the 25 year period from 2015/16 to 2039/40. The WRMP forecast for the Yorkshire Region a deficit in the supply demand balance from 2018/19.

¹⁶ The series of water mains that transport water around the area.

¹⁷ The network of sewers that take foul and surface water from properties to waste water treatment works and watercourses. YW is the statutory sewerage undertaker and is responsible for the public sewer network.

¹⁸ The treatment works which treat the foul and surface water flows that come through the sewerage infrastructure and discharge the final effluent into a watercourse.

¹⁹ Water Resources Management Plan, Yorkshire Water, August 2014

This deficit is caused primarily by the loss of yield due to climate change. Yorkshire Water's preferred solution to meet the forecast supply demand deficit is a balance of demand reduction options and the development of existing or new assets.

- 4.85 These forecasts are currently being reviewed and updated as part of the development of the 2019 Yorkshire Water Draft Water Resources Management Plan.
- 4.86 The £16 million refurbishment of the water treatment works at Acomb Landing in York was completed in 2012. The new treatment works will be able to treat around 35 million litres of water every day to a standard that exceeds stringent water quality standards.

Water distribution

- 4.87 In previous consultations in relation to the preparation of the LDF Core Strategy, Yorkshire Water indicated that there would be a need for new on and off-site water mains, including reinforcement of existing infrastructure in some areas to support the planned levels of growth, with brownfield sites being more likely to benefit from existing infrastructure. No other response has since been given by Yorkshire Water to contradict this.

Sewerage

- 4.88 Yorkshire Water identify that it is likely there will be a need for new sewers and to upsize existing sewers to support individual sites. However, as with water mains, brownfield sites are more likely to benefit from existing infrastructure.
- 4.89 The Environment Agency and Internal Drainage Boards have highlighted the need to control the amount of surface water which discharges into the sewer network and watercourses. This is supported by Yorkshire Water who on greenfield sites expect all surface water to be kept out of the public sewer network and on brownfield sites allow foul and surface water discharges to remain as existing or less. A key element of The City of York's Local Plan policy on flood risk (FR2) is to require developers to demonstrate that there will be at least a 30% reduction in existing run off rates as a result of the development of brownfield sites and no alteration in run off rates from greenfield development.

Waste water treatment

- 4.90 There are ten waste water treatment works (WWTW) that serve the City of York. These vary significantly in size from Naburn which treats waste from over 140,000 people, to Kexby which serves 40 people. An increase in treatment capacity may be required for sites in areas where capacity does not exist.

- 4.91 Yorkshire Water's current business plan (2015-2020) is based on the 2011 Census. Whilst it took account of sites that were known about at the time (existing permissions or the previous Local Plan allocations) it did not include the level of growth proposed in the (new) Local Plan Preferred Options, as it pre-dates the current proposals.
- 4.92 Yorkshire Water has previously indicated that the greatest need will usually be on large greenfield sites or in small settlements where the infrastructure has not been sized to take large developments. It also stated that sites which are phased for the longer term can be taken into account in its future investment periods. Furthermore, a number of Strategic Sites identified in the (new) Local Plan such as York Central; Germany Beck; and Hungate have already been considered in their current business plan because they have planning permission or were allocations in the previous Local Plan.

Timescales and Funding

Water Distribution

- 4.93 New connections and off site water mains will be provided once new developments have planning permission. The developer will be required to contact Yorkshire Water for a new connection, which along with any necessary increase in capacity will be dealt with through the Water Industry Act 1991. This will be considered in further detail, if necessary, as the Local Plan is progressed towards Examination. However, Yorkshire Water confirm that at a strategic level it does not view water supply infrastructure as providing any major obstacles to future allocations.

Sewerage

- 4.94 As with water mains, sewers will be provided once planning permission has been granted and the developer enters into agreements under the Water Industry Act, which allows the developer to requisition sewer capacity. Yorkshire Water will request that phasing of development is implemented, where appropriate, to allow for necessary infrastructure to be provided. There may be issues, particularly in the smaller settlements if any significant developments are proposed, where the costs to improve the network may be expensive.

Waste Water Treatment

- 4.95 Some investment will be funded by Yorkshire Water through its Asset Management Plans (AMP). The current AMP runs from April 2015 to March 2020. Any WWTW catchments with limited capacity where a significant level of growth is proposed will be included in future investment plans (i.e. beyond 2020). If a development came forward prior to Yorkshire Water increasing the capacity of a WWTW and it was not included in its business plan forecasts then the developer would be expected to contribute through S106 to the upgrading of a WWTW.

Responsibility for Delivery

- 4.96 Yorkshire Water has a duty to provide supplies of water to premises and to accept new domestic connections into the sewerage network.
- 4.97 The Council will operate policies which require new developments to maximise water efficiency and achieve at least 30% reduction in existing run-off rates on brownfield development and no increase in run-off rates for all greenfield development.

Potential Issues – Risks and Contingencies

- 4.98 It is reasonably certain that appropriate water infrastructure can be provided to support development in the Local Plan. The scale and general location of growth proposed in the Local Plan can be accommodated either in existing WWTW capacity or through planned or future improvements for sites phased later in the plan period. However, if new sites come forward, they may raise issues with capacity, in which case, developers may be required to fund capacity increases.
- 4.99 Naburn WWTW which covers the majority of the York area has had a £1million investment to increase capacity. This took account of proposed developments Yorkshire Water was aware of at the time (existing permissions and Local Plan allocations) and was built to have sufficient capacity to accommodate further development over the next 5 years following its completion. If any major development were to come forward in other WWTW catchment areas in the next 5 years then the developer may have to fund improvements at these works. Allocations should be phased, as appropriate, beyond 2020 to allow for improvements to the WWTWs to be funded through Yorkshire Water's next Asset Management Plan.

Consultation with Delivery Partners

- Yorkshire Water Response to Core Strategy Issues and Options 1 (July 2006);
- Yorkshire Water Response to Core Strategy Issues and Options 2 (October 2007);
- Meeting with Yorkshire Water to discuss Core Strategy (February 2008);
- Yorkshire Water Response to Core Strategy Preferred Options (September 2009);
- Yorkshire Water Response to Infrastructure Paper (September 2009);
- Correspondence with Yorkshire Water (July 2010); and
- Meeting with Yorkshire Water (August 2010)
- Email correspondence and discussion with Yorkshire Water, via the telephone (October 2012).

Reference Documents

- Water Resources Management Plan , August 2014, Yorkshire Water

- Strategic Direction Statement (2009) Yorkshire Water

Energy

Background

- 4.100 The Climate Change Act (2008) sets a legally binding target for reducing UK carbon dioxide emissions by at least 26%²⁰ by 2020 and at least 80% by 2050, compared to 1990 levels. To accelerate renewable energy generation The Energy White Paper 'Meeting the Energy Challenge' (May 2007) and the Energy Act (2008) (which provides the legal framework for the Energy White Paper) aim to generate 20% of UK electricity from renewable energy sources by 2020. Part 1 of the Planning and Energy Act 2008 also enables a local planning authority in their development plan documents to include policies imposing reasonable requirements for
- (a) a proportion of energy used in development in their area to be energy from renewable sources in the locality of the development;
 - (b) a proportion of energy used in development in their area to be low carbon energy from sources in the locality of the development;
 - (c) development in their area to comply with energy efficiency standards that exceed the energy requirements of building regulations²¹.
- 4.101 At a local level, the Council has outlined its commitment to achieving carbon reduction targets of 40% by 2020 and 80% by 2050, within the Climate Change Framework for York (2010). This is in line with the binding national targets set in the Climate Change Act (2008). Furthermore, the Council outline in the City Vision 2030 (2016) that York aspires to be the 'greenest city in the North' where 'sustainability underpins everything that we do'.
- 4.102 Local Planning Authorities have a statutory obligation, under Section 19(1A) of the Planning and Compulsory Purchase Act 2004 to include '*policies designed to secure that the development and use of land in the local planning authority's area contribute to the mitigation of, and adaptation to, climate change*'. The NPPF (2012) recognises the key role of planning in securing '*radical reductions in greenhouse gas emissions*' and states that Local Planning Authorities should '*have a positive strategy to promote energy from renewable and low carbon sources*' and '*consider identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure the development of such sources.*'
- 4.103 Locally, renewable energy generation is estimated to generate around 40.5Gwh/yr (Giga watt hours per year) or 1.6% of the total existing energy demand in the city.

²⁰ Amended to 34% by the Climate Change Act 2008 (2020 Target, Credit Limit and Definitions) Order 2009

²¹ The Deregulation Act 2015 amendment states this does not apply to development in England that consists of the construction or adaptation of buildings to provide dwellings or the carrying out of any work on dwellings

- 4.104 A basket of policies and measures, including accelerating renewable energy generation, and setting a target for carbon reduction that goes beyond the target emission rate of Part L²² of the Building Regulations will enable York to deliver the binding carbon reduction targets and realise its ambition to be the 'greenest city in the North'.

Future Infrastructure Needs

- 4.105 Based on the levels of deployment proposed in the local plan, it is estimated that the new homes and jobs proposed could result in an increase of 10% in overall energy related carbon emissions.
- 4.106 The Council's proposals for reducing carbon emissions and increasing renewable energy generation are set out in the Climate Change Framework and Action Plan (2010). Planning also plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions and supporting the delivery of renewable and low carbon energy and associated infrastructure, so the Local Plan needs to support, encourage and increase the proportion of renewable energy generation in the city. Local Plan Policy CC1, therefore, sets out how the Local Plan will play a key role in helping to support and encourage the generation of renewable and low carbon energy. In terms of setting an emission reduction target Policy C1 states.
'New buildings must achieve a reasonable reduction in carbon emissions of at least 28% unless it can be demonstrated that this is not viable. This should be achieved through the provision of renewable and low carbon technologies in the locality of the development or through energy efficiency measures [...]
- 4.107 Although renewable and low carbon energy generation developments will be encouraged and supported in York (subject to consideration of the impact a scheme may have on various aspects, for example, York's historic character and setting, local communities and residential amenity and the natural environment) it is possible that compliance with a carbon reduction target will be more cost effective with the deployment of enhanced energy efficiency measures rather than renewable and low carbon sources. The Council will, therefore, permit developments to comply with the target of at least a 28% reduction in carbon emissions through either enhanced energy efficiency measures, use of renewable and low carbon sources, or a mix of both, where appropriate
- 4.108 Policy CC2 complements Policy CC1, and sets out how development will be encouraged to demonstrate high standards of sustainable design and construction. Through Policy CC2 development proposals will be required to demonstrate energy and carbon dioxide savings in accordance with the energy hierarchy and water efficiency. Development proposals will be expected to consider good practice adaptation principles for climate resilience in their design, construction and operation. For new build (rather than

²² Part L - Conservation of fuel and power

conversions or other improvements etc.) proposals will be supported where they meet the following:

- All new residential buildings should achieve
 - i. at least a 19% reduction in Dwelling Emission Rate compared to the Target Emission Rate (calculated using Standard Assessment Procedure methodology as per Part L1A of the Building Regulations 2013); and
 - ii. a water consumption rate of 110 litres per person per day (calculated as per Part G of the Building Regulations).
- All new non-residential buildings with a total internal floor area of 100m² or greater should achieve BREEAM 'Excellent' (or equivalent).

4.109 In addition, Policy CC3 stipulates that '*Proposals for development within heat priority areas and all New Strategic Sites must demonstrate that heating and cooling technologies have been selected in accordance with the following heating and cooling hierarchy, unless it can be clearly demonstrated that such requirements are not viable and/ or that an alternative approach would be more sustainable:*

- i. connection to existing (C)CHP²³ distribution networks;*
- ii. site wide renewable distribution networks including renewable (C)CHP;*
- iii. site wide gas-fired (C)CHP distribution networks;*
- iv. renewable communal heating/ cooling networks;*
- v. gas-fired communal heating/ cooling networks;*
- vi. individual dwelling renewable heating; and*
- vii. individual dwelling heating, with the exception of electric heating.'*

Timescales and Funding

4.110 The delivery of renewable energy infrastructure will be ongoing throughout the plan period, being incorporated into applications for new development, in order to meet the requirements of Policy CC1 and Policy CC2, and as proposals for freestanding renewable energy schemes are submitted. Developers will be required to provide and fund the infrastructure as part of new development. In some areas it might be more appropriate to develop area-based renewable energy schemes such as Combined Heat and Power for district electricity and heat (Policy CC3), where developers pay a contribution towards the scheme, rather than providing onsite renewable energy infrastructure. Freestanding schemes would be privately funded.

4.111 A range of funding sources and financial incentives and mechanisms are available to encourage and enable the installation of renewable energy infrastructure into new developments, as well as retro-fitting to existing properties. These include Feed-In Tariffs, Renewable Heat Incentive (RHI) and the Green Investment Bank, regional and European funds such as local growth fund and the European Infrastructure Investment Fund (ESIF).

²³ combined cooling, heating and power (CCHP) or combined heating and power (CHP)

Responsibility for Delivery

- 4.112 Developers will be responsible for delivering the requirements of Policy CC1, Policy CC2 and Policy in terms of incorporating energy from renewable and low carbon sources into developments, ensuring that developments are designed to reduce demand for energy and selecting heating and cooling technologies in accordance with the heating and cooling hierarchy. Freestanding generation schemes could be built and funded by various means including specialist renewable energy developers, the Council, local developers and communities.

Potential Issues – Risks and Contingencies

- 4.113 The level of potential renewable energy generation set out in the Local Plan is based on the findings of the Climate Change section of the City of York Local Plan Carbon Trust report (2017) An earlier study - Renewable Energy Study (AMEC, 2014), illustrated that the potential renewable energy generation is dependant on:
1. Government delivering on its commitment to strengthen Part L of Buildings Regulations 2013;
 2. Government delivering on its commitments as per its zero carbon buildings programme (due to commence from 2016 onwards);
 3. Government providing clear and stable financial incentives to support deployment;
 4. public opposition, and
 5. a successful planning process meeting all local planning requirements.
- 4.114 Any one or all of these issues could potential adversely affect deployment of renewable energy projects across the city, most of which is beyond the control of the Council. The Council will, however, continue to promote renewable energy generation as part of its wider climate change work.
- 4.115 The Local Plan approach relates to new build, however, further energy from renewable and low carbon sources will also be achieved through changes to existing buildings through local schemes including the governments Green Deal initiative.

Reference Documents

- Renewable Energy Study (2014) AMEC for CYC
- Climate Change section of the City of York Local Plan Carbon Trust report (2017)

Flood Mitigation

Background

- 4.116 The city has a history of flooding and the management of flood risk continues to be essential. The York river catchment characteristics, together with the

significant amount of rainfall it receives, makes York particularly susceptible to flooding.

Future Infrastructure Needs

- 4.117 Policy FR1 of the Local Plan seeks to ensure that new development is not subject to flood risk and is designed and constructed in such a way that it mitigates against current and future flood events. As a result the spatial strategy directs future development away from the highest risk flood zones. Therefore, no strategic infrastructure should be required to protect new development from flood risk. However, at a strategic level the City of York Council Flood Risk Management Strategy contains a Strategic Action Plan and actions that can be pursued for:
- Prevention of risk;
 - protection from risk;
 - preparing for risk, and
 - recovery and review of risk
- 4.118 Proposed measures within the Strategy include some large scale protection works from 2016 onwards. An initial assessment of the viability of protection works was carried out as part of the York 5 Year Plan following the severe floods of December 2015. However, the scale of these and the timescale for their delivery is dependent on the outcome of further investigative work being undertaken by various partner organisations (primarily City of York Council and the Environment Agency). This work is being carried out as part of the York Flood Alleviation Scheme (York FAS).
- 4.119 The York FAS is led by the Environment Agency in partnership with City of York Council with the aim of better protecting 2,000 properties in York from flooding by 2021. The £45 million scheme includes 29 independent flood cells, 19 of which having been taken forward to the options appraisal stage. Defences are being designed to provide a 1% standard of protection with an allowance for climate change to 2039 (2.4%). Where modelling shows this to be economically unviable, natural flood management and property level resilience are being considered.
- 4.120 At a smaller scale, if a development is permitted in a flood risk zone as a result of meeting the sequential and exception tests then the developer is required to provide suitable flood mitigation measures. This will be determined on a site by site basis and will be considered in more detail when allocating sites for development.
- 4.121 Surface water is also an important consideration, so the City of York Council Flood Risk Management Team is a statutory consultee on surface water matters within the planning process. In addition, a Surface Water Management Plan (SWMP) is a framework to understand the causes of surface water flooding and a way to agree the most cost effective way of managing surface water flood risk. A SWMP for York was approved in December 2012. On the whole there are no major problems within the City of York unitary authority

area boundary with surface water flooding and so no major infrastructure improvements will be required. However, a handful of areas have experienced surface water flooding in the past and any infrastructure requirements in relation to these areas will be determined on a site by site basis.

- 4.122 Further information on drainage and run-off rates is set out in the City of York Council Sustainable Drainage Systems Guidance for Developers (2018) document.

Timescales and Funding

- 4.123 This is and will be ongoing. Flood mitigation measures for individual sites will be provided and funded by the developer. The Environment Agency continues to maintain its defences and, as part of the £45m York FAS, will enhance existing defences and provide protection to further areas (see also paragraph 4.118). Following the end of this scheme in 2021, the Environment Agency will seek to reduce flood risk through its Long Term Plan.

Responsibility for Delivery

- 4.124 Developers will be responsible for delivering new flood mitigation infrastructure required to protect new development schemes. This will be done in consultation with the Environment Agency and the Council's drainage engineers, and in accordance with Policies FR1 to FR3 on flood risk and the NPPF. As the Lead Flood Authority, the Council has responsibility for the delivery of the SWMP.

Potential Issues – Risks and Contingencies

- 4.125 It is anticipated that the flooding threat will increase as a result of climate change, due to more intense rainfall and increased peak river flows, and this has been allowed for in identifying the flood risk zones and in the modelling undertaken as part of the Strategic Flood Risk Assessment (SFRA), SWMP and ongoing flood alleviation scheme improvement programmes. However, flood maps, the SFRA and the SWMP will be updated to reflect any changes. City of York Council is working with the Environment Agency, and appropriate internal drainage boards (IDBs) and local planning authorities on this issue, principally through the development of actions contained in the River Basin Management Plans prepared for the Humber River Basin District. This may lead to some increases in design flood levels in fluvial flood risk areas. Developers will continue to be required to carry out flood risk assessments for sites where flood risk is an issue.

Consultation with Delivery Partners

- Environment Agency (EA) response to Issues and Options (I&O) 1 consultation July 2006
- EA response to Core Strategy I&O 2 consultation, October 2007
- EA response to Allocations DPD I&O consultation, May 2008
- EA response to City Centre I&O consultation, September 2008

- EA response to Core Strategy Preferred Options consultation, October 2009
- Meeting with Internal Drainage Board to discuss Core Strategy, March 2008
- Internal Drainage Board response to Allocations DPD I&O consultation, April 2008
- Internal Drainage Board response to Infrastructure Questionnaire, September 2009
- Involvement of CYC drainage colleagues throughout preparation of the Local Plan
- EA response to draft of Strategic Flood Risk Assessment (2013)

Reference Documents

- Strategic Flood Risk Assessment (2013) CYC
- City of York Council Flood Risk Management Strategy (pre-consultation draft) (2014)
- City of York Council Surface Water Management Plan (2012)
- Strategic Flood Risk Assessment (2017 revision) CYC
- City of York Council Sustainable Drainage Systems Guidance for Developers (2018)

W a s t e

Background

- 4.126 Waste infrastructure needs to be sufficient to deal with the additional waste that will be produced by new development coupled with addressing the way we dispose of waste in the future. A key principle of national guidance in PPS10 is to drive waste management up the ‘waste hierarchy’ by addressing waste as a resource, with landfill disposal as a last option. The focus should be on reducing the generation of waste followed by reusing, recycling and energy recovery. City of York Council is producing a Minerals and Waste Joint Plan with North Yorkshire County Council and the North York Moors National Park Authority.

Future Infrastructure Needs

- 4.127 Local Plan policy WM1, to be developed further through a Joint Minerals and Waste Plan, sets out the strategic policy to shape waste infrastructure that will be required to achieve sustainable waste management until 2030. This includes safeguarding York’s existing facilities including Harewood Whin (landfill) and the Household Waste Recycling Centres at Hazel Court and Towthorpe. It also recognises that the Joint Plan will identify suitable alternative facilities for municipal waste and suitable facilities for all other waste streams that may be needed during the plan period.
- 4.128 The Harewood Whin Waste Management Facility will continue to operate as a landfill site and has been identified as strategic allocation in the Joint Plan

over the Plan period for the management of Local Authority Collected Waste (LACW).

- 4.129 It is anticipated that with these existing facilities together with proposals identified through the Joint Plan will provide sufficient capacity to deal with the waste and recycling needs of future development to 2030.

Timescales and Funding

- 4.130 For waste management, continued joint working with North Yorkshire County Council on the Allerton Waste Recovery Park²⁴ reflected in the Local Plan is considered to be essential for dealing with future levels of municipal waste (for which City of York Council works closely with North Yorkshire County Council through an Inter-Authority Agreement). The Allerton Waste Recovery Park (AWRP), which became fully operational in March 2018, provides sufficient capacity for managing residual LACW to enable diversion from landfill of over 95% for this waste stream, and a recycling rate for household waste of over 50%. This will enable national and local targets for recycling and landfill diversion to be met and exceeded. As well as providing a strategically important location for recycling and recovery, the wider Allerton Park site (adjacent to the AWRP facility) contains a significant proportion of the remaining permitted capacity for biodegradable landfill in the Plan area, capable of receiving residual LACW and other waste which cannot be diverted from landfill. Although the progress being made in diverting waste from landfill may mean that the landfill capacity within the site is not required to meet needs arising in the Plan area, there is a small potential gap in capacity for landfill at the end of the plan period and it is considered important to support the retention of the facility to cover this eventuality and provide flexibility in the Joint Plan. The Allerton Park complex is therefore likely to remain a strategically important location for the management of LACW and other similar waste during the Plan period and it is appropriate to identify and protect it as such in the Joint Plan.

Responsibility for Delivery

- 4.131 The City of York Council, as a Unitary Authority, is both a Waste Disposal Authority (WDA) and a Waste Collection Authority (WCA). It has combined responsibilities for collection, recycling, treatment and disposal. The City of York Council also has duties as a planning authority, with responsibility to ensure that adequate facilities are provided for the management and disposal of a range of wastes. The Household Waste Recycling Centres are operated by the Council. Harewood Whin is managed by YorWaste. City of York Council worked jointly with North Yorkshire County Council, through the Inter-Authority Agreement to secure a waste treatment facility to divert biodegradable municipal waste from landfill to a new facility at Allerton Park. AmeyCespa designed and built, and now manage and operate this new

²⁴ Allerton Park Waste PFI Planning Application (2011) – joint planning application for York and North Yorkshire.

facility. City of York Council, North Yorkshire County Council and North York Moors National Park Authority have joint responsibility for the Joint Plan.

Potential Issues – Risks and Contingencies

- 4.132 The criteria based policy set out in WM1 will enable sites to be considered in accordance with PPS10 as will the evidence base work for the Joint Plan and the Plan itself.

Consultation with Delivery Partners

- Joint working with North Yorkshire County Council and the North York Moors National Park Planning Authority
- Discussions with the Council's Waste Management Services Team throughout the preparation of the Local Plan

Reference Documents

- City of York Waste Management Strategy 2002-2020 (2002 and amended 2004) CYC
- City of York Waste Management Strategy: Refresh for the Period 2008 – 2014 (2008) CYC
- Let's Talk Less Rubbish: A Municipal Waste Management Strategy for the City of York and North Yorkshire 2006-2026 (2006) York and North Yorkshire Waste Partnership, supported by Enviros Consulting Ltd.
- York Local Plan Waste and Minerals Technical Paper (2013)
- North Yorkshire County Council, City of York Council and North York Moors National Park Authority Minerals and Waste Joint Plan Publication Draft (November 2016) and Addendum of Proposed Changes (July 2017)

E d u c a t i o n

Background

- 4.133 There are 62 schools in the City of York area, of which 23 are academies. The schools comprise 48 primary schools, 2 junior schools, 9 secondary schools and 3 special schools. There has been small decrease in the number of schools due to reorganisation and amalgamation of infant and junior schools into all-through primary schools over the last 10 years.
- 4.134 The overall population of York has been steadily rising, and the demand for school places in the city has followed this same pattern. Numbers in the primary sector have been rising steadily, but having peaked in the school year 2015/16, (though this is highly localised), York is now showing a small decline year on year. Numbers in the secondary sector are now beginning to increase as those high numbers of pupils in primary move into secondary provision and a steady growth is projected for the next few years.

- 4.135 The City of York Council uses a system of pupil planning areas as agreed with the Education Skills Funding Agency. Planning areas are groups of school catchment areas that reflect local geography, reasonable travel distances and patterns of supply and demand that enable the Council to forecast demand for school places and ensure sufficiency of supply.
- 4.136 The Local Plan and the significant proposed housing developments due to take place across the City of York Council area will inevitably have an impact across all phases of education and will require growth in the numbers and sizes of schools.
- 4.137 The City of York Council's approach for planning and delivering future education provision across the City is to work with all education providers including Multi Academy Trusts and academies. The York Schools and Academies Board (YSAB) has taken on the responsibility to monitor future pupil projections and respond to what is expected to be growing demand for more education provision. It will work with the City of York Council to support the Provision of School Places project.

Primary Education

- 4.138 The growth in the primary age population in York was largely due to new housing and rises in the birth rate. This trend was reflected at national level although there were areas of the country that did not see the levels of growth as experienced in York. The combined impact of these factors has been reflected in the rising numbers of pupils attending primary schools within York.
- 4.139 The Council's current projections for the short term indicate that its priority areas include
- south & south west of the city,
 - Heworth & Hull Road, and
 - Wheldrake

Secondary Education

- 4.140 Providing additional accommodation in secondary schools in the short to medium term is likely to be a priority to meet the high numbers of pupils moving from the primary stage into secondary provision. Specific areas of demand includes
- east of the city,
 - south east of the city, and
 - south west of the city.

Further Education

- 4.141 The general picture across York is that growing numbers of students remain in post-16 education, as a result of national policy changes which requires them to remain in education or training. The city's post-16 provision is provided at a small number of schools with 6th forms as well as York College and Askham Bryan College. Some specialist post-16 provision is also

available for students with SEN. The two FE colleges do attract students from across the City of York area, as well as growing numbers from East Riding, North Yorkshire and Leeds.

Future Infrastructure Needs

- 4.142 There is a critical role to ensure there is the right number of schools, which are educationally and financially viable, of the right size and in the right locations. In York, this is a particularly complex challenge as it has vibrant and changing demographic profiles amongst the population. Given the scale and location of future housing developments within the York area there will be a need to increase education provision across all sectors including SEN. This need will be particularly acute if development comes forward in areas where there is already a lack of school capacity.

Timescales and Funding

- 4.143 The Council will continue to review the supply of and demand for education provision, including identification of future needs and where pressures are likely to arise, taking account of future development assumptions. Strategies will be put in place for responding to issues in each of the pupil planning areas.
- 4.144 In general terms future education provision will be funded through the following sources:
- developer contributions,
 - public sector education funding,
 - Private Finance Initiative arrangements, and
 - private sector funding.
- 4.145 The level of funding available to local authorities (LAs) for capital investment in schools is much reduced. Careful and conscientious planning of how funds are invested thus continues to be paramount. A comprehensive evidence base set out in the School Place Planning Framework (2013) forms a key tool in the City of York's strategic planning of school place provision, as the relevant LA. In addition, funding for education infrastructure has been considered within the City of York Local Plan and is set out in Appendix 1

Responsibility for Delivery

- 4.146 School organisation sits within an extensive legal and policy framework which has been subject to much change over the last decade. The LA (City of York Council) has an obligation to ensure sufficient school places are available to meet increased demand arising as a result of new development and rising population levels generally. However, it is clear under recent Acts that there is a reduced role for the LA in the practical delivery of new school places. The future role for the LA will be to commission rather than directly provide school places, working in partnership with education providers and other interests to influence where new provision goes and shape what it looks like.

Potential Issues – Risks and Contingencies

- 4.147 Current legislation includes a presumption that all new schools will be academies. Under the Education Act 2011, LAs are not able to run a competition process for a new school without the Secretary of State's permission.
- 4.148 The category of a school determines the responsibility for admissions. For community and voluntary controlled schools it is the Council. However, for all other categories of maintained school, academy or free school it is the Multi Academy Trust or the Governing Body. Whoever is responsible for admissions is known as the Admissions Authority for that particular school. By law, all maintained schools and academies have to comply with the Admissions Code published by the DfE when determining and applying their Admissions Criteria.

Consultation with Delivery Partners

- Involvement of Education colleagues throughout preparation of the Local Plan

Reference Documents

- School Place Planning Framework (2013) CYC
- Developer Contributions to Educational Facilities – Non-statutory guidance to supplement the draft Local Plan (2007) CYC

Green Infrastructure

Background

- 4.149 Green Infrastructure is the term used for the overarching framework related to all green assets. In broad terms it includes semi-natural habitats such as grasslands, woodlands, moorlands and river corridors; nature reserves and other outdoor destinations; cultural and historic landscapes such as parks and gardens, York's Ings and Strays, historic buildings and ancient monuments; as well as features of the wider rural landscape such as footpaths, hedgerows and game coverts. The historic landscape provides the City and its outlying villages with a rural setting, contributing much to its character. In urban areas, Green Infrastructure assets offer green porosity, absorb pollution and CO₂, and help reduce noise and intrusion. They include open spaces such as allotments, public parks, cemeteries and previously developed land; significant tracts of garden space and features that provide public access such as canals, towpaths, and cycleways; as well as man-made features such as swales and green roofs on buildings, railway embankments (current and disused), road corridors and cuttings. Areas of public realm also constitute Green Infrastructure where these contain natural elements, such as street trees.

- 4.150 The Council's Open Space and Green Infrastructure Update (2017) identified a total of 745 open space sites in York. This provision ranges from amenity green space and accessible countryside to parks, children's play areas and outdoor sports facilities.
- 4.151 In addition to the Open Space and Green Infrastructure Update (2017), an emerging Sports Playing Pitch Strategy and associated Action Plan which are in accordance with Sport England's methodology for such are being prepared by the Council.

Future Infrastructure Needs

- 4.152 It is critical to achieving the Local Plan vision of protecting the environment that new development is supported by appropriate Green infrastructure. The Council will prepare a green infrastructure strategy for York which will provide information on changes to existing habitats, identify management issues and guide delivery through outlining approaches to creating or enhancing York's Green Infrastructure assets.
- 4.153 In terms of open space, the Council's Local Plan Evidence Base: Open Space and Green Infrastructure (2014) document and Open Space and Green Infrastructure Update (2017) document identified local needs and set appropriate provision standards to determine what amount of open space would be required to meet existing deficiencies and provide for future residents. These standards cover quantity, quality and accessibility for each type of open space. Based on these standards Local Plan Policies GI5 and GI6 seek to protect existing open space; enhance the quality of, and increase accessibility to, existing open space; and create new areas of open space where it is needed. This includes the provision of strategic open space in connection with areas of search for urban extensions, if urban extensions are required. Local Plan Policies GI5 and GI6 are also sufficiently 'future-proofed' take account of the emerging Sports Playing Pitch Strategy.

Timescales and Funding

- 4.154 Ongoing. Existing public open spaces are largely funded by the Council through existing budgets for maintenance, repairs and improvements. The main source of funding for open space facilities necessary to meet the needs of new residents will be from developers. This will involve funding new open spaces, often on site, and/or improvements in quality of existing open space to meet the standards set out in the Council's Local Plan Evidence Base: Open Space and Green Infrastructure (2014) document and Open Space and Green Infrastructure Update (2017) document. The emerging Sports Playing Pitch Strategy and associated Action Plan will also inform how developer contributions will be spent on sports pitches.
- 4.155 Other funding may be available from sports federations and investment by sports clubs, as well as from sources such as lottery funding.

Responsibility for Delivery

- 4.156 The Council is responsible for the management of the city's public open spaces. Developers will be responsible for providing new open space associated with new development schemes.

Potential Issues – Risks and Contingencies

- 4.157 The Council currently collects commuted sum payments for the provision and maintenance of open space in new developments. It is therefore considered that developer contributions to Green Infrastructure can continue to be achieved successfully.

Consultation with Delivery Partners

- Involvement of colleagues in the Lifelong Learning and Culture team during the production of the Local Plan
- Involvement of colleagues in the Design, Conservation and Sustainable Development team during the production of the Local Plan
- Discussions and meetings with Sport England and Natural England during the preparation of the Local Plan.

Reference Documents

- Local Plan Evidence Base: Open Space and Green Infrastructure (2014) AMEC for CYC
- Open Space and Green Infrastructure Update (2017) CYC
- Leeds City Region Green Infrastructure Strategy (2010) Leeds City Region Partnership
- Biodiversity Audit (2010) CYC
- Biodiversity Action Plan (2013) CYC
- Playing Pitch Strategy, Consultation Draft (2013) Active York
- Commuted Sum Payments for Open Space in New Developments – A Guide for Developers (2007) CYC, (Updated 1 June 2014)

Community Facilities

Background

- 4.158 Community facilities are those facilities and services that meet the day to day needs of a community, from city-wide to more local. They can include local shops, libraries, crèches, drop-in centres, public houses, day centres, meeting rooms, built sports and community leisure facilities such as swimming pools, places of worship, community centres, youth clubs and buildings for community groups such as clubs for senior citizens and scout and guide groups.

Future Infrastructure Needs

- 4.159 The Local Plan has an important role to play in ensuring that community facilities are provided in the most effective and accessible way. Existing services must be protected as much as possible and it is also important to get the most out of existing facilities in making sure they are 'fit for purpose'. It is important that service provision keeps pace with new development so that existing and future communities and all sections of it have satisfactory access to community facilities. Appropriate developer contributions will be important in delivering this. Any new community facilities must be accessible to the communities they serve by walking, cycling and public transport in accordance with the accessibility criteria set out in the Transport and Communications section of the Local Plan.
- 4.160+The Consultation Draft Built Sports Facilities Strategy (2013) explores the provision of built sports facilities in York and the demand for these facilities to assess whether there is a need for additional provision. The strategy shows only minor shortages in provision of sports hall and artificial grass pitches and a sufficiency of swimming pool space. An action plan is included in the strategy which addresses any shortfalls in provision that have been identified and as such there is currently no requirement for new facilities to be identified. However, as the plan period progresses new demand may arise. Any future demand should, in the first instance, be met through extensions and expansion of existing high quality sustainable sites. Should there be a demonstrable identified gap in provision and suitable infrastructure exists or can be created to manage and maintain a new facility then such a facility will be supported, so long as it is in an appropriately accessible location. There are also other issues highlighted in the action plan around quality and accessibility of some other sports facilities however there are projects in place to bring facilities up to modern standards and improve accessibility to increase participation in sport, as set out in the action plan.
- 4.161 To augment and update the Consultation Draft Built Sports Facilities Strategy (2013) an emerging Sports Playing Pitch Strategy and associated Action Plan which are in accordance with Sport England's methodology for such are being prepared by the Council. It is expected that these will encompass a Built Sports Facilities Strategy.
- 4.162 The Childcare Act (2006) requires Local Authorities to carry out a Childcare Sufficiency Assessment which involves consulting a range of groups as to their childcare needs and comparing this to the available provision. The York Childcare Sufficiency Assessment (2012 Refresh) highlights that overall childcare in York reasonably matches the needs of local families. Although there are currently no gaps in provision that are preventing families from accessing childcare the assessment has highlighted that some families are having difficulties in accessing childcare. There are a number of wards where data suggests the childcare market is currently not fully meeting families needs, these include the following; Acomb; Holgate; Micklegate; Bishopthorpe; Heworth Without; Hull Road; and Guildhall. The Guildhall ward in particular is identified as a pressure point due to the fact many people are

wanting to make use of City Centre provision but don't live within the ward. The Ward tops the list for parents saying they would like access to childminders, day nurseries, nursery classes, before and after school clubs and holiday schemes.

Timescales and Funding

- 4.163 The identification of needs and provision of community facilities will be ongoing throughout the Local Plan period. They will be funded through developer contributions (CIL/S106), public sector and private sector funding. Other funding may also be available to third sector organisations, e.g. lottery funding.

Responsibility for Delivery

- City of York Council;
- Private developers;
- Private companies such as sports facilities operators, and
- Charities, community groups and other third sector organisations

Potential Issues – Risks and Contingencies

- 4.164 Whilst the Council will have a role in identifying community facilities needs, in many cases they will be funded and implemented by a range of other organisations. Working with partners will be essential to ensure that facilities come forward to meet the needs of new development.

Consultation with Delivery Partners

- Meetings (from September 2012 onwards) and ongoing discussions with Sport England to discuss the Local Plan
- Involvement of colleagues in Sport and Active Lifestyles and Childcare Strategy and Business Management Service the production of the Local Plan

Reference Documents

- Consultation Draft Built Sports Facilities Strategy (2013) CYC
- York Childcare Sufficiency Assessment (2012 Refresh) CYC

5. Delivery and Monitoring

- 5.1 The NPPF requires local planning authorities to demonstrate that infrastructure will be available to support development:
- 'It is equally important to ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion. To facilitate this, it is important that local planning authorities understand district-wide development costs at the time Local Plans are drawn up.'*²⁵
- 5.2 The IDP has been prepared to support the Local Plan Submission Draft. It helps to demonstrate that the Local Plan is deliverable, by showing that the physical, social and green infrastructure essential to achieving the strategy can be provided and that potential risks to delivery have been considered, with contingencies identified. The IDP defines the strategic infrastructure types that are important in York and outlines the timescales and funding sources for provision as well as who will be responsible for delivery.
- 5.3 Appendix 1 summarises the findings of the IDP, setting out the infrastructure needs and schemes that have been identified for delivering the Local Plan. For a range of types of infrastructure, this work has found that accommodating the additional development proposed is expected to give rise to
- strategic infrastructure requirements - primarily for transport, but also for health and community facilities;
 - other infrastructure at the community /neighbourhood level - principally transport and education, and
 - infrastructure for accessing a development or mitigating its direct impacts – principally transport and education.
- 5.4 Based on Appendix 1, Appendix 2 lists the Local Plan Infrastructure cost estimates and funding estimates and by infrastructure type. It should be noted that costs shown as 'TBD' in Appendix 1 have been transferred into Appendix 2 as zero, so Appendix 2 is likely to show an underestimate of costs. Appendix 3 supplements Appendix 2 by setting out the justification and supporting evidence for why some schemes are shown as being funded (either in part or in full) in Appendix 2.
- 5.5 Appendix 1 also sets out the timescale for the delivery of infrastructure into three five-year periods, these being 'Short term' (2017/18-2022/23), 'Medium term' (2022/23-2027/28) and Long term (2027/28-2032/33). This is only a very broad indication of when infrastructure is expected to be implemented. Appendix 4 enhances the information contained in Appendices 1 to 3 to show more clearly the relationship between the infrastructure requirement (and how it is to be funded) and the delivery of development. In this regard, housing growth is assumed to be a reasonable proxy for showing the relationship between infrastructure and overall (housing and employment) growth.

²⁵ DCLG (2012) National Planning Policy Framework (p42, para 177)

- 5.6 Appendix 4 shows that for the first 5-years of the plan, much of the housing is delivered through existing commitments and non-strategic housing allocations and also within this period several large (mainly transport) infrastructure items e.g. A1237 junction improvements are due to be implemented. In terms of funding for other infrastructure, for example education and open space, S106 contributions will be generated by existing committed developments (where required) and build-outs on non-strategic sites, where applicable.
- 5.7 Local planning authorities do not necessarily have to identify all future funding of infrastructure when preparing planning policy. The NPPF states that standards and policies in Local Plans should [...] *facilitate development across the economic cycle*, [...]’ suggesting that in some circumstances it may be reasonable for a local planning authority to argue that viability is likely to improve over time, that policy costs may be revised, that some infrastructure is not required immediately, and that mainstream funding levels may recover.
- 5.8 The IDP is, therefore, based on the information available, and provided by delivery partners, at this point in time. The IDP is a 'live' document that will be updated (to, for example, take account of emerging technologies to further ease the movement of people, goods and information, or update cost estimates / funding allocations) at appropriate stages during the plan making process and beyond. The IDP provides a tool to inform the ongoing infrastructure planning work to support York’s Local Plan. In particular it will inform the approach to calculating and securing developer contributions for strategic infrastructure and providing infrastructure to service and mitigate the direct local impacts of development through conditions and developer obligations.
- 5.9 From Appendix 3 it can be seen that substantial investment in infrastructure (approximately £755m) is identified. The main area for investment (£535m) primarily to support delivery of the Local Plan over a period of 15 years is transport, but two large projects – A64 Hopgrove and the A1237 Dualling (estimated costs <£250m and £112m respectively) account for over half of this. Approximately £620m of the £755 investment is secured (or expected to be secured), leaving approximately £135m funding to be pursued (e.g. through developer contributions and other funding sources) over the 15-year plan period. The Council is, however, confident that its actions to bridge this gap will be successful, bearing in mind that the availability of funding may change over time (see paragraph 5.8). Furthermore, past successes that support this confidence include:
- York has secured more than £120m funding (including the WYTF+ funding for undertaking the A1237 junction upgrades) for transport schemes since 2002/03;
 - York has secured more than £48m for the construction of new schools
- 5.10 Monitoring of infrastructure provision will be undertaken as part of the Council’s regular housing monitoring updates.

APPENDICES

Appendix 1: Summary of Infrastructure to support the Local Plan

Identified strategic infrastructure need	How the need will be addressed	Components	Estimated cost (£ million) ¹	Timescales (short, medium or long term) ²	Responsibility for Delivery	Funding Source	Comments / (Policy Link)
Level 1 – Strategic Infrastructure							
Infrastructure Type – Transport Highway Network Capacity Improvements							
a) Congestion on Strategic Road Network (SRN) at Junctions	Upgrade A64 Junction with A1237 Outer Ring Road	Options improving A64/A1237 junction at Hopgrove and / or dualling of the A64 east of the junction to improve journey time reliability along the A64.	<£250.0	Short-to-medium	• Highways England (HE)	• HE	Scheme being worked up for construction early in HE's Route Implementation Strategy Period 2 (RIS2) (T4)
b) Congestion at A1237 Outer Ring Road Junctions	Junction upgrades A1237 Junctions.	Junction upgrades to: <ul style="list-style-type: none"> • Wetherby Road, • Great North Way, • Clifton Moor Gate, • Wigginton Road, • Haxby Road, • Strensall Road, and • North Lane. 	38.0	Short	• CYC	West Yorkshire + Transport Fund (WYTF+)	Schemes due to be completed by 2021/22. (T4)
c) Congestion on A1237 Outer Ring Road	At Grade Dualling of A1237	Upgrade A1237 to dual carriageway standard to improve traffic flow and journey time reliability along it.	111.9	Long	• CYC	• TBC	(T4)

Identified strategic infrastructure need	How the need will be addressed	Components	Estimated cost (£ million) ¹	Timescales (short, medium or long term) ²	Responsibility for Delivery	Funding Source	Comments / (Policy Link)
f) Improving Accessibility and Connectivity	Highway improvements	Interchange improvements at York Station (including reconfiguration of Queen Street).	17.6	Short-to-medium	<ul style="list-style-type: none"> • CYC / Network Rail 	<ul style="list-style-type: none"> • WYTF+ • WYCA LGF • York North Yorkshire and East Riding Local Enterprise Partnership (YNYER LEP) LGF • CYC (EIF) • Other grants 	Part of package to provide / improve access to York Central and to / within York Station by all modes to both the east and west side of the station. (T1 to T8, principally T3)
g) Supporting Access to Strategic Sites	Highway improvements	Highway / junction improvements on Tower Street and Piccadilly to enhance access to Castle Gateway Area of Opportunity for major regeneration	5.0	short	<ul style="list-style-type: none"> • CYC 	<ul style="list-style-type: none"> • WYTF+ (subject to successful bid) 	(SS5, T1, T2, T5, T7 & T8)
Infrastructure Type – Public Transport Bus							
d) Congestion on Radial Routes	Park & Ride Expansion	Expansion of Park & Ride sites (if required to meet rising demand)	TBD	Short	<ul style="list-style-type: none"> • CYC / Developer 	<ul style="list-style-type: none"> • Local Pinch Point 	Askham Bar P&R and Poppleton Bar P&R currently have spare capacity and can be expanded to match rising demand (T2)

Identified strategic infrastructure need	How the need will be addressed	Components	Estimated cost (£ million) ¹	Timescales (short, medium or long term) ²	Responsibility for Delivery	Funding Source	Comments / (Policy Link)
e) Congestion on Inner Ring Road	Junction upgrades, Bus Priority Measures and UTMC	Other targeted junction, highway or public transport infrastructure enhancements as set out in the Local Transport Plan 2011-2031 (LTP3) and subsequent / complementary investment programmes	5.0	short	• CYC	<ul style="list-style-type: none"> • CYC (LTP3) • WYTF+ (subject to successful bid) 	See also above improvements to enhance access to Castle Gateway Area (SS5, T1, T2, T4, T5, T7 & T8)
Infrastructure Type – Public Transport Rail							
f) Improving Accessibility and Connectivity	New Rail Stations	Provision of a new railway station at Haxby.	4.5	Long	• CYC / Network Rail	• To be sought	Cost of Station only. Estimate may increase if line-speed improvements required. (T2)
Infrastructure Type – Pedestrian and Cycle Improvements							
d) Congestion on Radial Routes	Pedestrian and cycle links	Strensall Road Corridor (Strensall to A1237)	1.5	Short	• CYC	• Developer contributions	Developer contributions to be sought from developers of QEB (T5)
		Haxby Road / Huntington Road Corridor (Phase 1 – north of existing Nestle site to A1237)	0.5	Short	• CYC	• CYC	LTP3 funding to be sought (T5)

Identified strategic infrastructure need	How the need will be addressed	Components	Estimated cost (£ million) ¹	Timescales (short, medium or long term) ²	Responsibility for Delivery	Funding Source	Comments / (Policy Link)
d) Congestion on Radial Routes	Pedestrian and cycle links	Bishophorpe Road South Corridor	0.5	Medium	• CYC	• CYC	LTP3 funding to be sought (T5)
		Wetherby Road / Acomb Road Corridor	0.5	Short	• CYC	• CYC	LTP3 funding to be sought (T5)
		Fishergate North Corridor	0.5	Short	• CYC	• CYC	LTP3 funding to be sought (T5)
		Wigginton Road Corridor – Mill Lane to north of existing Nestle Site	1.5	Medium	• CYC	• CYC • Developer contributions	LTP3 funding to be sought....(T5)
		Hull Road Corridor	0.5	Medium	• CYC	• CYC	LTP3 funding to be sought (T5)
		University of York East Campus to West Campus link	0.2	Short	• CYC	• CYC	LTP3 funding to be sought (T5)
f) Improving Accessibility and Connectivity	Pedestrian and cycle links	Widening of footway / cycleway on east side of re-decked Scarborough Bridge and new approach ramps plus direct link into York Station	4.9	Short	• CYC / NR	• CYC • YNYER LEP • WYCA	Scarborough Bridge (railway section) re-decked in 2015 (T5)
		Hurricane Way / Stirling Road corridor	0.5	Short	• CYC	• CYC	LTP3 funding to be sought....(T5)

Identified strategic infrastructure need	How the need will be addressed	Components	Estimated cost (£ million) ¹	Timescales (short, medium or long term) ²	Responsibility for Delivery	Funding Source	Comments / (Policy Link)
f) Improving Accessibility and Connectivity	Pedestrian and cycle links	Public realm improvements as part of the re-development of the York Caste Gateway major regeneration area (including pedestrian / cycle bridges across the River Foss and the area around Clifford's Tower)	12.5	Short	• CYC	• CYC • WYCA • Developer	Bridge costs approximately £3m (SS5 and T5)
		Strategic north-south and east-west cycle routes through the city centre	TBD	Short	• CYC	• CYC	LTP3 funding to be sought (T5)
Infrastructure Type – Transport Demand Management							
d) Congestion on Radial Routes	Demand Management on Radial Routes	Various demand management measures on radial, orbital and city centre routes to lock-in the benefits of other network improvements	10.0	Short, medium and Long	• CYC	• Department for Transport (DfT) STEP • To be sought	(T8)
Infrastructure Type - Health							
h) Increased demand for new clinical accommodation at York District Hospital	Masterplan to redevelop parts of the existing hospital site	To be determined in the Masterplan	TBD	Medium term	• York Teaching Hospital NHS Foundation Trust	• Public sector funding	(HW5)

Identified strategic infrastructure need	How the need will be addressed	Components	Estimated cost (£ million) ¹	Timescales (short, medium or long term) ²	Responsibility for Delivery	Funding Source	Comments / (Policy Link)
i) Meeting demand for mental healthcare facilities	New Mental Health Facility	New Mental Health Hospital at Haxby Road Wigginton	36.5	Short term	<ul style="list-style-type: none"> Tees, Esk and Wear NHS Foundation Trust 	<ul style="list-style-type: none"> Public sector funding 	(HW5)
j) Additional GP provision to address cumulative impact of increase in population	Expansion of existing surgeries, branch surgeries, extended opening or alternative services.	No specific schemes identified	3.5	Ongoing	<ul style="list-style-type: none"> Yorkshire and Humber NHS Commissioning Board 	<ul style="list-style-type: none"> Public Sector funding Private investment Potential developer contributions (S106 on large sites) 	1,800 patients per GP 2014 viability study estimates provision at £250/unit (HW5)
k) Additional Dentist to address cumulative impact of increase in population.	Expansion of existing facilities, new facilities, extended opening or alternative services.	No specific schemes identified	2.1	Ongoing	<ul style="list-style-type: none"> Yorkshire and Humber NHS Commissioning Board 	<ul style="list-style-type: none"> Private investment Potential developer contributions (S106 on large sites) 	2014 viability study estimates provision at £150/unit (HW5)

Infrastructure Type – Emergency Services

None Identified at a strategic level

Identified strategic infrastructure need	How the need will be addressed	Components	Estimated cost (£ million) ¹	Timescales (short, medium or long term) ²	Responsibility for Delivery	Funding Source	Comments / (Policy Link)
Infrastructure Type – Water Infrastructure							
I) Potential lack of capacity at some waste water treatment works (WWTW)	Increasing capacity	No specific schemes currently identified.	TBD	Medium	<ul style="list-style-type: none"> Yorkshire Water (YW) 	<ul style="list-style-type: none"> YW 	<ul style="list-style-type: none"> If taken into account in YW's Asset Management Plan 2015-2020 and subsequent updates
			TBD	Short-to-long	<ul style="list-style-type: none"> YW 	<ul style="list-style-type: none"> Developer contributions (S106) 	<ul style="list-style-type: none"> If development sites in areas without capacity come forward before 2015-2020 (and potentially afterwards), developers will be expected to contribute to the upgrading of a WWTW

Identified strategic infrastructure need	How the need will be addressed	Components	Estimated cost (£ million) ¹	Timescales (short, medium or long term) ²	Responsibility for Delivery	Funding Source	Comments / (Policy Link)
Infrastructure Type – Renewable Energy							
m) New renewable energy infrastructure to help achieve carbon targets.	Provision will be through individual developments and freestanding renewable energy schemes.	District heating 2200 dwellings at Site ST15	6.2	Medium-to-Long	<ul style="list-style-type: none"> • Developers • Energy companies • CYC Communities. 	<ul style="list-style-type: none"> • Private sector funding • Developer provision/contributions (CIL/S106) • Feed-In Tariffs • Energy Service Companies • Local Energy Assistance • Renewable Heat Incentive (RHI) • Green Investment Bank. 	<ul style="list-style-type: none"> • Will be sought • 2017 Viability study estimates provision at £2,575 /unit • Could provide district heating for wider area (CC3)
Infrastructure Type – Waste							
None Identified at a strategic level							
Infrastructure Type – Education							
n) Need for increased education provision at the primary, secondary and tertiary levels.	Determined as development schemes come forward as need dependent on type and mix of scheme	New Secondary Education facility	20.0	Medium-to-Long	<ul style="list-style-type: none"> • CYC • Developers 	<ul style="list-style-type: none"> • Department for Education (DfE) Basic Needs Allocations and other direct funding • Developer provision / contributions 	Cost range £15m - £20m (SS12 and ED6)

Identified strategic infrastructure need	How the need will be addressed	Components	Estimated cost (£ million) ¹	Timescales (short, medium or long term) ²	Responsibility for Delivery	Funding Source	Comments / (Policy Link)
Infrastructure Type – Green Infrastructure (including open space)							
None Identified at a strategic level							
Infrastructure Type – Community Facilities							
None Identified at a strategic level							
Infrastructure Type – Built Sports Facilities							
None Identified at a strategic level							
Infrastructure Type – Flood Risk							
o) Need for additional flood management measures	Additional / improved flood management measures as identified in the Local Flood Risk Management Strategy, Strategic Action Plan	£45m York Flood Alleviation Scheme	45.0	Short-to-Long	<ul style="list-style-type: none"> Environment Agency (EA) CYC 	<ul style="list-style-type: none"> EA CYC Developer Contributions 	York FAS due to be completed by 2021 and thereafter further investment will be through EA's Long Term Plan
Level 2 – Community/Neighbourhood Infrastructure							
Infrastructure Type – Transport Highway Network Capacity Improvements							
a) Congestion on Strategic Road Network (SRN) at Junctions	Junction upgrade A64 / A1079 / A166 at Grimston Bar	Extensive reconfiguration of approaches and circulatory carriageway to increase capacity (details to be confirmed)	10.0	Short-to-Medium	<ul style="list-style-type: none"> HE CYC East Riding of Yorkshire Council (ERC) 	<ul style="list-style-type: none"> Developer Contributions CYC ERC YNYER LEP 	Junction also to be safer for and easier to use by non-motorised traffic(T4)

Identified strategic infrastructure need	How the need will be addressed	Components	Estimated cost (£ million) ¹	Timescales (short, medium or long term) ²	Responsibility for Delivery	Funding Source	Comments / (Policy Link)
d) Congestion on Radial Routes	Junction upgrade Malton Road / Stockton Lane / Heworth Road / Heworth Green	Improvements to Malton Road / Stockton Lane / Heworth Road / Heworth Green junction to increase capacity and improve safety for all road users	5.0	Short-to-Medium	• CYC	• Developer Contributions	Junction to be safer for and easier to use by non-motorised traffic (T4)
	Highway / Junction improvements on Wigginton Road	Highway / junction improvements on Wigginton Road north of A1237 to increase capacity and improve safety for all road users.	2.0	Short-to-Long	• CYC	• Developer Contributions	(T4)
d) Congestion on Radial Routes	Highway / Junction improvements on Wigginton Road	Junction improvement Wigginton Road / Crichton Avenue junction to increase capacity and improve safety for all road users.	2.0	Short-to-Long	• CYC	• Developer Contributions	(T4)
	Intelligent transport systems (including bus priority)	Improvements to intelligent transport systems (urban traffic control / active bus priority etc.) on Hull Road, Tadcaster Road, Fulford Road and Boroughbridge Road / Holgate Road corridors.	1.0	Short-to-Long	• CYC	• Developer Contributions	(T4 & T8)

Identified strategic infrastructure need	How the need will be addressed	Components	Estimated cost (£ million) ¹	Timescales (short, medium or long term) ²	Responsibility for Delivery	Funding Source	Comments / (Policy Link)
d) Congestion on Radial Routes (primarily)	Traffic Signal Asset Renewal	Enhancement / Modernisation of traffic signalling.	4.0	Short-to-Long (ongoing)	<ul style="list-style-type: none"> • CYC 	<ul style="list-style-type: none"> • CYC (LTP3) • Developer Contributions 	(T4 & T8)
e) Congestion on Inner Ring Road	Intelligent transport systems (including bus priority)	Improvements to intelligent transport systems (urban traffic control / active bus priority etc.).	0.3	Short-to-Long	<ul style="list-style-type: none"> • CYC 	<ul style="list-style-type: none"> • Developer Contributions 	(T4 & T8)
Infrastructure Type – Public Transport Bus							
g) Supporting Access to Strategic Sites	Provision of New bus services	Local Bus service improvements on the A59 corridor to provide 15 minute frequency (or more frequent) bus service.	TBD	Short-to-Long	<ul style="list-style-type: none"> • CYC • Public Transport Operator(s) • Developer 	<ul style="list-style-type: none"> • PT Operator(s) • Developer Contributions 	(SS6(viii), T1 & T7)
g) Supporting Access to Strategic Sites	Provision of New bus services	Local bus service improvements, primarily on Hull Road and Stockton Lane to provide a 15 minute frequency (or more frequent) bus service.	TBD	Medium-to-Long	<ul style="list-style-type: none"> • CYC • Public Transport Operator(s) • Developer 	<ul style="list-style-type: none"> • PT Operator(s) • Developer Contributions 	(SS9(vii) T1 & T7)

Identified strategic infrastructure need	How the need will be addressed	Components	Estimated cost (£ million) ¹	Timescales (short, medium or long term) ²	Responsibility for Delivery	Funding Source	Comments / (Policy Link)
Infrastructure Type – Community Facilities							
p) Potential lack of sufficient community facilities	Additional / improved community facilities to meet the needs of new development.	No specific schemes currently identified.	11.3	Ongoing	<ul style="list-style-type: none"> • CYC, • Developers, • Private companies such as sports facilities operators, • Charities, community groups and other third sector organisations 	<ul style="list-style-type: none"> • Public sector funding • Private sector funding • Other funding available to 3rd sector organisations, e.g. lottery funding. • Developer provision/ contributions 	<ul style="list-style-type: none"> • Will be sought • 2014 Viability study estimates provision at £1,500 /unit (HW2)
Infrastructure Type – Built Sports Facilities							
q) Potential lack of sufficient built sports facilities	New sports facilities	No specific schemes currently identified.	0.0	Short-to Medium	<ul style="list-style-type: none"> • CYC 	<ul style="list-style-type: none"> • Developer Contributions 	<ul style="list-style-type: none"> • Could be incorporated within community facilities (GI6 & HW3)

Identified strategic infrastructure need	How the need will be addressed	Components	Estimated cost (£ million) ¹	Timescales (short, medium or long term) ²	Responsibility for Delivery	Funding Source	Comments / (Policy Link)
Infrastructure Type – Green Infrastructure (including open space)							
r) Need for additional / improved open space to meet the needs of new development	Provision for Open Space as set out in the SPD (if not provided on-site)	Children's equipped play Space	2.0	Ongoing	• Developer	• Developer Contributions	From Open Space Calculations using rates set out in the SPD off site contributions = £2m from strategic sites and £2.4m from non-strategic sites (GI6)
		Informal Amenity Open Space	1.0	Ongoing	• Developer	• Developer Contributions	
		Outdoor Sports Facilities	1.4	Ongoing	• Developer	• Developer Contributions	
Infrastructure Type – Flood Risk							
o) Need for additional flood management measures	Additional / improved flood management measures as identified in the Local Flood Risk Management Strategy, Strategic Action Plan	No specific schemes identified. (but some Level 1 schemes may become Level 2 schemes).	0.0	Medium-to - Long	• EA • CYC	• EA • CYC • Developer Contributions	Further flood prevention measures to be identified in future 5-year programmes.
		No specific schemes identified. (but some Level 1 schemes may become Level 2 schemes).	0.0	Medium-to - Long	• EA • CYC	• EA • CYC • Developer Contributions	

Identified strategic infrastructure need	How the need will be addressed	Components	Estimated cost (£ million) ¹	Timescales (short, medium or long term) ²	Responsibility for Delivery	Funding Source	Comments / (Policy Link)
Infrastructure Type – Education							
n) Need for increased education provision at the primary, secondary and tertiary levels.	Needs determined as development schemes come forward	Contribution to additional school places across 10 existing primary schools in the CYC authority area	19.9	Medium-to - Long	• CYC	<ul style="list-style-type: none"> • DfE Basic Needs Allocation and other direct funding • Developer Contributions 	Based on no of primary pupils generated (excluding site specific provision) and CYC Education SPG 2015 Primary education contribution rate (ED6)
		Contribution to additional school places across 9 existing secondary schools in the CYC authority area	22.9	Medium-to - Long	• CYC	<ul style="list-style-type: none"> • DfE Basic Needs Allocation and other direct funding • Developer Contributions 	Based on no of primary pupils generated and CYC Education SPG Secondary education contribution rate (ED6)

Identified strategic infrastructure need	How the need will be addressed	Components	Estimated cost (£ million) ¹	Timescales (short, medium or long term) ²	Responsibility for Delivery	Funding Source	Comments / (Policy Link)
Level 3 –Infrastructure to Access Development and to Mitigate the Direct Impacts of Development							
Infrastructure Type – Transport Highway Network Capacity Improvements							
g) Supporting Access to Strategic Sites	Highway improvements	Infrastructure to provide access to Site ST5 York Central and mitigate its impacts (complementary to that identified in Level 1 infrastructure)	TBD	Short-to-Medium	<ul style="list-style-type: none"> • CYC • NR • Developer 	<ul style="list-style-type: none"> • See Level 1 infrastructure schemes • CYC • Developer Contributions • Other public Sector Investment 	<ul style="list-style-type: none"> • See Level 1 infrastructure Schemes • £57.1m HIF bid approved by MHCLG for co-development (SS4)
		Murton Way – Stockton Lane Link Road (with restrictions for all purpose use) to serve site East of Metcalfe Lane	5.0	Short	<ul style="list-style-type: none"> • CYC • Developer 	<ul style="list-style-type: none"> • Developer Contributions 	Integral part of the design / layout of the development, so assumed to be funded through general site development costs (SS9(vi), T1, T2, T5, T7 & T8)
		New grade-separated junction (single or split) off A64 to serve site ST15 Land West of Elvington Lane	17.0	Short-to-Medium	<ul style="list-style-type: none"> • HE • CYC • Developer 	<ul style="list-style-type: none"> • Developer Contributions 	(SS13(xii), T1, T2, T5, T7 & T8)

Identified strategic infrastructure need	How the need will be addressed	Components	Estimated cost (£ million) ¹	Timescales (short, medium or long term) ²	Responsibility for Delivery	Funding Source	Comments / (Policy Link)
g) Supporting Access to Strategic Sites	Highway improvements	Highways infrastructure for Site ST14 Land West of Wigginton Road	5.7	Short-to-Medium	<ul style="list-style-type: none"> • CYC • Developer 	<ul style="list-style-type: none"> • Developer Contributions • Other Public Sector Investment 	£9.845m HIF bid approved by MHCLG for co-development to provide accesses to site and other infrastructure (SS12(vi), T1, T2, T5, T7 & T8)
		New junction(s) on Monks Cross Link to access site ST8 Land North of Monks Cross	5.0	Short-to-Medium	<ul style="list-style-type: none"> • CYC • Developer 	<ul style="list-style-type: none"> • Developer Contributions 	(SS10(ix), T1, T10)
Infrastructure Type – Public Transport Bus							
g) Supporting Access to Strategic Sites	Bus Priority Measures and UTMC	New dedicated public transport / cycle route linking site ST15 Land West of Elvington Lane to a suitable access on York's highway network in the urban centre of York with traffic management intervention on approach to Inner Ring Road (ST15) dependent on outcome of TA / TP	TBD	Short-to-Medium	<ul style="list-style-type: none"> • CYC • Developer • PT Operator(s) 	<ul style="list-style-type: none"> • Developer Contributions 	(SS13(xvi), T1, T2 & T7)

Identified strategic infrastructure need	How the need will be addressed	Components	Estimated cost (£ million) ¹	Timescales (short, medium or long term) ²	Responsibility for Delivery	Funding Source	Comments / (Policy Link)
g) Supporting Access to Strategic Sites	Provision of New bus services	Local Bus service improvements to provide a 15 minute frequency (or more frequent) bus service(s) serving site ST14 Land West of Wigginton Road	TBD	Short-to-Long	<ul style="list-style-type: none"> • CYC • PT Operator(s) • Developer 	<ul style="list-style-type: none"> • PT operator(s) • Developer Contributions 	(SS12(ix) T1 & T7)
		Provision of 10 minute frequency (or more frequent) bus service to linking Site ST15 Land West of Elvington Lane with York city centre via the new dedicated public transport / cycle route (see above)	TBD	Short-to-Long	<ul style="list-style-type: none"> • CYC • PT Operator(s) • Developer 	<ul style="list-style-type: none"> • PT operator(s) • Developer Contributions 	(SS13(xvi), T1 & T7)
	Provision of New bus services	New bus service or augmented existing service to Site ST7 Land East of Metcalfe Lane to provide a 15 minute frequency (or more frequent) bus service.	TBD	Short-to-Long	<ul style="list-style-type: none"> • CYC • PT Operator(s) • Developer 	<ul style="list-style-type: none"> • PT operator(s) • Developer Contributions 	(SS9(vii) T1 & T7)
		Local Bus service improvements to provide a 15 minute frequency (or more frequent) bus service(s) serving the Monks Cross and Huntington areas.	TBD	Short-to-Long	<ul style="list-style-type: none"> • CYC • PT Operator(s) • Developer 	<ul style="list-style-type: none"> • PT operator(s) • Developer Contributions 	(SS10(xi) T1 & T7)

Identified strategic infrastructure need	How the need will be addressed	Components	Estimated cost (£ million) ¹	Timescales (short, medium or long term) ²	Responsibility for Delivery	Funding Source	Comments / (Policy Link)
Infrastructure Type – Pedestrian and Cycle Improvements							
g) Supporting Access to Strategic Sites	Pedestrian and cycle links	Improved cycle and pedestrian access to Site ST5 York Central from the surrounding areas.	TBD	Short-to-Medium	<ul style="list-style-type: none"> • CYC • Developer 	<ul style="list-style-type: none"> • CYC • Developer Contributions • Other public Sector Investment 	Included as part of £57.1m HIF bid (SS12(vi), T1, T2, T5, T7 & T8)
Infrastructure Type - Water Infrastructure							
l) Potential lack of capacity at some waste water treatment works (WWTW)	Increasing capacity	No specific schemes currently identified.	TBD	Short-to-Medium	<ul style="list-style-type: none"> • YW 	<ul style="list-style-type: none"> • YW • Developer Contributions 	
Infrastructure Type – Community Facilities							
p) Potential lack of sufficient community facilities	Additional / improved community facilities to meet the needs of new development (determined as development schemes come	300m ² Community Hall at Site ST1 British Sugar / Manor School site	0.9	Short-to-Medium	<ul style="list-style-type: none"> • CYC 	<ul style="list-style-type: none"> • Developer Contributions 	(SS6 HW2)
		300m ² Community Hall at Site ST14 Land West of Wigginton Road	0.9	Short-to-Medium	<ul style="list-style-type: none"> • CYC 	<ul style="list-style-type: none"> • Developer Contributions 	(SS12 & HW2)

Identified strategic infrastructure need	How the need will be addressed	Components	Estimated cost (£ million) ¹	Timescales (short, medium or long term) ²	Responsibility for Delivery	Funding Source	Comments / (Policy Link)
	forward as need dependent on type and mix of scheme)	300m ² Community Hall at Site ST15 Land West of Elvington Lane	0.9	Short-to-Medium	• CYC	• Developer Contributions	(SS13 & HW2)
Infrastructure Type – Built Sports Facilities							
q) Potential lack of sufficient built sports facilities	New sports facilities	Sufficient space within the 300m ² Community Hall at the former British Sugar / Manor School site	0.0	Short-to-Medium	• CYC	• Developer Contributions	Costs already included in Community facilities. (SS6 HW3)
Infrastructure Type – Flood Risk							
o) Need for additional flood management measures	Additional / improved flood management measures as identified in the Local Flood Risk Management Strategy, Strategic Action Plan	No specific schemes currently identified.	TBD	Short-to-Medium	• YW	• YW • Developer Contributions	

Identified strategic infrastructure need	How the need will be addressed	Components	Estimated cost (£ million) ¹	Timescales (short, medium or long term) ²	Responsibility for Delivery	Funding Source	Comments / (Policy Link)
Infrastructure Type – Education							
n) Need for increased education provision at the primary, secondary and tertiary levels.	Determined as development schemes come forward as need dependent on type and mix of scheme	Provision of primary school at Site ST1 British Sugar / Manor School	8.0	Short-to-Medium	• Developer	• DfE Basic Needs Allocation and other direct funding • Developer Contributions	Cost range £6m – £8m (SS6 & ED6)
		Provision of primary school at Site ST14 Land West of Wigginton Road	8.0	Short-to-Medium	• Developer	• DfE Basic Needs Allocation and other direct funding • Developer Contributions	Cost range £6m – £8m (SS12 & ED6)
		Provision of 4-form primary school in site ST15 Land West of Elvington Lane.	12.0	Medium-to-Long	• Developer	• DfE Basic Needs Allocation and other direct funding • Developer Contributions	Cost range £10m – £12m (SS13 & ED6)
		Provision of satellite primary school in Site ST35 Queen Elizabeth Barracks, Strensall	8	Short-to-Medium	• Developer	• DfE Basic Needs Allocation and other direct funding • Developer Contributions	Cost range £6m – £8m (SS19 & ED6)
Notes to Table							
1 Cost estimates will be updated and refined at appropriate stages during the plan making process and beyond							
2 Short term 2017/18-2022/23, medium-term 2022/23-2027/28 and long-term 2027/28-2032/33 (and beyond)							

Appendix 2 Local Plan Infrastructure cost estimates (by type) £million

		Estimate	Identified Funding	Funding to be Pursued
		Level 1		
Infrastructure type	Transport Highway Network Capacity Improvements	421.200	421.200	0.000
	Public Transport Bus (Some TBD)	5.000	5.000	0.000
	Public Transport Rail	4.500	0.000	4.500
	Pedestrian and Cycle Improvements (Some TBD)	24.071	23.571	0.500
	Transport Demand Management	10.000	10.000	0.000
	Health (Some TBD)	42.035	36.500	5.535
	Emergency Services	0.000	0.000	0.000
	Water Infrastructure (TBD)	0.000	0.000	0.000
	Renewable Energy	6.160	0.000	6.160
	Waste	0.000	0.000	0.000
	Education	20.000	0.000	20.000
	Green Infrastructure (including open space)	0.000	0.000	0.000
	Community Facilities	0.000	0.000	0.000
	Built Sports Facilities	0.000	0.000	0.000
Flood Risk	45.000	45.000	0.000	
Level 1 total		577.966	541.271	36.695
		Level 2		
Infrastructure type	Transport Highway Network Capacity Improvements	24.300	4.050	20.250
	Public Transport Bus (TBD)	0.000	0.000	0.000
	Public Transport Rail	0.000	0.000	0.000
	Pedestrian and Cycle Improvements	0.000	0.000	0.000
	Transport Demand Management	0.000	0.000	0.000
	Health	0.000	0.000	0.000
	Emergency Services	0.000	0.000	0.000
	Water Infrastructure	0.000	0.000	0.000
	Renewable Energy	0.000	0.000	0.000
	Waste	0.000	0.000	0.000
	Education	32.890	0.000	32.890
	Green Infrastructure (including open space)	4.309	0.000	4.309
	Community Facilities	11.304	0.000	11.304
	Built Sports Facilities	0.000	0.000	0.000
Flood Risk	0.000	0.000	0.000	
Level 2 total		72.802	4.050	68.752
		Level 3		
Infrastructure type	Transport Highway Network Capacity Improvements ¹	41.845	71.945	-30.100
	Public Transport Bus (largely TBD)	5.000	0.000	5.000
	Public Transport Rail	0.000	0.000	0.000
	Pedestrian and Cycle Improvements (TBD)	0.000	0.000	0.000
	Transport Demand Management	0.000	0.000	0.000
	Health	0.000	0.000	0.000
	Emergency Services	0.000	0.000	0.000
	Water Infrastructure (TBD)	0.000	0.000	0.000
	Renewable Energy	0.000	0.000	0.000
	Waste	0.000	0.000	0.000
	Education	56.000	0.000	56.000
	Green Infrastructure (including open space)	0.000	0.000	0.000
	Community Facilities	2.589	0.863	1.726
	Built Sports Facilities	0.000	0.000	0.000
Flood Risk	0.000	0.000	0.000	
Level 3 total		105.434	72.808	32.626
Grand Total		756.202	618.129	138.073

Note

1 Shortfall shows negative because 'Identified Funding' includes £57.1m HIF bid, whereas zero costs entered into 'Estimate' as they are TBD

Appendix 3 Further information pertaining to funding identified in Appendix 2

Infrastructure Item	Estimated cost (£million)	Evidence Reference	Evidence	Justification for including as 'funded' (or otherwise) in Appendix 2
A64 Hopgrove junction	<£250	<ul style="list-style-type: none"> • Department for Transport (DfT) <ul style="list-style-type: none"> ○ Road Investment Strategy: for the 2015/16 – 2019/20 Road Period (RIS1) ○ RIS investment plan commitments • Highways England Representation to the Local Plan Publication Draft February 2018 (Regulation 19) consultation 	<ul style="list-style-type: none"> ○ Schemes developed for the next Road Period (Page 33) A64 Hopgrove junction – upgrading the Hopgrove roundabout, to the east of York, to a grade separated junction. ○ 'Expected Cost Category' £100-250m <p>A summary of the findings of a feasibility study completed in spring 2017. The main conclusion of the feasibility study was that upgrading to dual carriageway standard of the A64 east of York between the Hopgrove Roundabout and the existing length of dual carriageway at Barton-le-Willows should be prioritised for implementation before upgrading of the Hopgrove Roundabout.</p>	<p>There is a reasonable prospect of the funding for a 'Hopgrove' scheme coming forwards because it is identified in RIS1 as a scheme to be delivered in the next period (RIS2)</p> <p>Note- The Estimated Cost and funding in Appendix 2 is assumed to be at the high end of Expected Cost Category cost range and may be delivered at a lower cost.</p>
At Grade Dualling of A1237	111.9	<ul style="list-style-type: none"> • DfT <ul style="list-style-type: none"> ○ Proposals for the Creation of a Major Road Network Consultation • Transport for the North (TfN) <ul style="list-style-type: none"> ○ Strategic Transport Plan (consultation) ○ Initial Major Roads Report Strategic Transport Plan Evidence Base • North Yorkshire County Council (NYCC) <ul style="list-style-type: none"> ○ A Strategic Transport Prospectus for North Yorkshire executive summary • York North Yorkshire and East Riding Local Enterprise Partnership (YNYER LEP) Representation to the Local Plan Publication Draft February 2018 (Regulation 19) consultation 	<ul style="list-style-type: none"> ○ Included in the Indicative Major Road Network (MRN) as shown in the MRN map ○ Included in the major road network (MRN) for the north ○ Appendix J - Portfolio of Pan-Northern Connectivity Priorities (page K6) A1237 York Northern Outer Ring Road included as an unfunded scheme ○ Strategic Transport Priority Improving east – west connectivity 'What should we do? (to 2030) Plans' includes A1237 York Outer Ring Road Dualling <p>Funding from WYCA to undertake feasibility and business case development for dualling of the A1237 is very welcome. This upgrading is a major element of this LEP's aim to improve east-west connectivity across the LEP area and is key to delivering the growth in this and future Local Plans.</p>	<p>There is a reasonable prospect of the funding for this scheme coming forwards because</p> <ul style="list-style-type: none"> • It is identified as part of the MRN (DfT) and MRN for the North (TfN) • It is included in the Portfolio of Pan-Northern Connectivity Priorities (TfN) • It is included in the NYCC Strategic Transport Prospectus for North Yorkshire 'What should we do? (to 2030) Plans • The A1237 junction improvements to be completed by 2020 are designed to enable the A1237 main carriageway between them to be dualled • Importance placed on dualling the A1237 by the YNYER LEP

Infrastructure Item	Estimated cost (£million)	Evidence Reference	Evidence	Justification for including as 'funded' (or otherwise) in Appendix 2
Junction upgrade A64 / A1079 / A166 at Grimston Bar	£10.0	<ul style="list-style-type: none"> • York North Yorkshire and East Riding Local Enterprise Partnership (YNYER LEP) Representation to the Local Plan Publication Draft February 2018 (Regulation 19) consultation • Existing S106 Agreement for University of York 	<ul style="list-style-type: none"> • Also important in terms of east-west connectivity is the Grimston Bar junction, which has capacity problems and faces increased pressure through proposals within the Local Plan. This LEP is keen to work with the City of York, East Riding and Highways England to achieve the required upgrading. • S106 Agreement requires capacity improvements to be provided if traffic level thresholds are breached 	Although the evidence suggests there is a reasonable prospect of the funding for this scheme coming forwards because of the importance placed upon its improvement by the YNYER LEP and the potential for an existing S106 agreement to part-fund capacity improvements it has not currently identified in the TFN Strategic Transport Plan (consultation).
Schemes with CYC (LTP3) as a funding source or with LTP3 funding to be sought	Cumulative costs of various schemes	Previous Local Transport Plan (LTP3) funding allocations	Average annual average funding over past 5-years is approximately £1.5m/yr	There is a reasonable prospect of LTP allocations continuing over the plan period yielding at least £22.5m to fund various schemes shown with CYC (LTP3) as a funding source or where LTP3 funding to be sought.

Appendix 4 – Main infrastructure and housing delivery

Infrastructure delivery

Infrastructure	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15	Funding status
A1237 Jct. Imps.	█	█														WYTF+
York Stn. Int.		█	█	█												WYTF+ & other
York Central Access		█	█	█												WYTF+ & HIF (bid)
Castle Gateway - Tower St / Piccadilly			█	█												WYTF+(bid)
A64 Hopgrove		█	█	█	█	█										HE RIS2 Scheme
Inner ring road impms (UTMC etc.).			█	█	█	█	█	█	█	█	█	█	█	█	█	LTP3 & WYTF+ (bid)
Bus service impms.		█	█	█	█	█	█	█	█	█	█	█	█	█	█	Commercial services and/or dev. conts.
Scarborough Bridge foot/cycleway		█	█	█	█	█	█	█	█	█	█	█	█	█	█	CYC / WYCA / LEP
Ped. / Cycle corridor impms.		█	█	█	█	█	█	█	█	█	█	█	█	█	█	LTP3 & Dev. (to be sought)
Castle Gateway public realm		█	█	█	█	█	█	█	█	█	█	█	█	█	█	CYC & Developer
New Mental Health Facility		█	█	█	█	█	█	█	█	█	█	█	█	█	█	Public sector
York Flood Alleviation Scheme	█	█	█	█												EA Funding
Education	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	On site schools and contributions to extg.
New Junction on A64 (for ST15)					█	█	█	█	█	█	█	█	█	█	█	Dev. funded primary site access
Upgrade A64 Grimston Bar Jct											█	█	█	█	█	Scheme to be developed
Dualling A1237											█	█	█	█	█	At feasibility study

Cumulative housing trajectory over 15 year plan period

