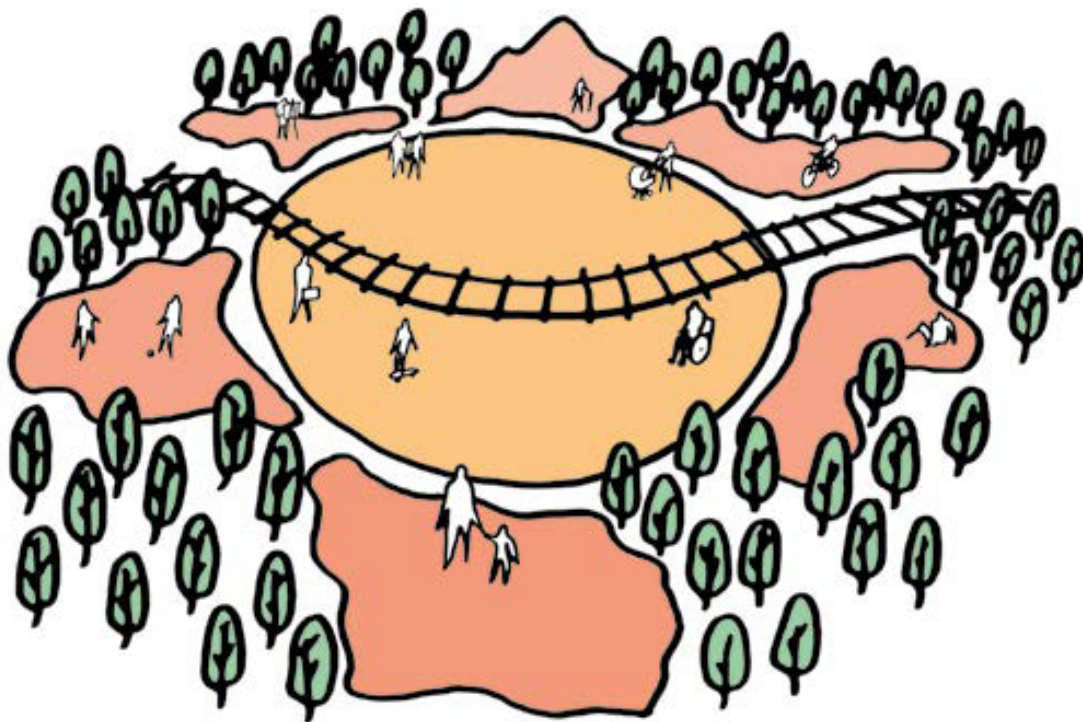


New Settlement (Maltkiln) Development Plan Document (DPD)



Submission Draft Infrastructure Delivery Plan

February 2024

Malkiln Infrastructure Delivery Plan Draft – February 2024

1. Introduction and Background

Introduction

Policy DM4: Green Hammerton/Cattal Broad Location for Growth of the Harrogate District Local Plan (2014 – 2035) identifies land in the Green Hammerton/Cattal area as a broad location for growth during the plan period and beyond. The boundary, nature and form of the new settlement is to be established through a separate New Settlement Development Plan Document (DPD) for Malkiln.

The Council has published for Regulation 19 consultation a draft Malkiln DPD. Following consideration of the responses to the consultation the Council will submit the DPD for Examination in 2024.

This Infrastructure Delivery Plan (IDP) has been prepared to identify the key infrastructure necessary to facilitate and support the development of the new settlement in a timely, co-ordinated and sustainable way. This report focuses upon determining infrastructure needs in relations to:

- Transport
- Water and utility services
- Education
- Health
- Community facilities
- Open space and sports pitches

For a Development Plan Document to be found 'sound' at examination, the Plan must be effective, which includes that it should be deliverable over the period it covers. Local Planning Authorities should ensure that planned infrastructure is deliverable in a timely fashion.

Planning for infrastructure is a continuous and iterative process and information on infrastructure requirements and delivery will change over the course of preparing the DPD. The need for infrastructure and the ways of delivering it are constantly being reviewed by infrastructure providers and the council. The infrastructure delivery plan is based on the best available information at the time of publication. This IDP is, therefore, a 'live' document that will be updated at appropriate stages during the plan making process and beyond.

Background

The settlement Boundary for the new settlement has been identified within the Malkiln DPD. In accordance with Policy DM4 of the Harrogate District Local Plan (HDLP), the settlement must provide, as a minimum:

- At least 3000 dwellings
- 5 hectares of employment land
- On site education, health, retail, community and other services and facilities and a local centre
- Sufficient open spaces and informal and formal recreational facilities
- Supporting transport infrastructure
- Appropriate public transport
- A comprehensive network of walking and cycling routes
- A connected network of green infrastructure
- Biodiversity enhancements and appropriate landscaping

- Appropriate measures to mitigate flood risk

Local planning authorities should ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion. The HDLP was accompanied by an Infrastructure Delivery Plan which set out Infrastructure requirements for the development of a new settlement at a high level, informed by an assessment of infrastructure requirements/capacity. This current document updates and builds upon the information contained within the HDLP IDP. Infrastructure plans must remain as ‘live’ documents, capable of being updated on a regular basis throughout the life of a development project (particularly build-out) as infrastructure requirements change.

A summary infrastructure schedule has been provided at appendix 1 of this report. The infrastructure schedule identifies the infrastructure needs that will underpin the implementation of the new settlement.

Updated Trajectory

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

	Site capacity	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	Total in Plan period	Beyond Plan period	Comments
Local Plan Trajectory	3000					90	90	100	100	100	100	100	100	100	100	100	1080	1920	
Local Plan Trajectory - updated	3700*							100	150	150	150	150	150	150	150	150	1300	2400	

The infrastructure requirements identified within this IDP reflect the minimum requirement for 3000 homes and the above updated build-out rates.

2. Engagement with Infrastructure & Service Providers

Discussions and meetings have taken place with a variety of infrastructure providers to gain an understanding of what infrastructure will be required to support the development of a new settlement. Individual meetings have been held with Yorkshire Water, the former North Yorkshire County Council (NYCC) (education and highways) and health providers (Harrogate and Rural Clinical Commissioning Group (now the Integrated Care Board, Harrogate NHS and NYCC), Network Rail and the train operating company (Northern) since the adoption of the Local Plan in 2021.

Regular meetings have also been held with Caddick Group who are currently promoting a planning application incorporating a large area of the land identified within the Maltkiln DPD. Caddick have shared information relating to infrastructure provision and costs with the Council, to help inform this IDP.

Infrastructure Schedule

The infrastructure schedule at Appendix 1 of this IDP identifies the infrastructure needs that will underpin the implementation of the DPD. The schedule sets out the lead agencies that would be involved in implementation, an overview of any risks and contingencies associated with each project and, where known, delivery timescales and potential sources of funding.

Planning for infrastructure changes over time and it should be noted that service providers usually have their own future plans, which are generally for different timeframes to development plan documents, often only planning for three to five years ahead. Whilst longer term requirements can be included where funding has been agreed it is not realistic to have a detailed infrastructure programme for 15 or 20 years ahead as models of service provision or delivery may change a number of times over the period.

3. Utilities and Environment

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

Energy

The DPD requires applicants to prepare proposals which demonstrate how Maltkiln supports delivery of net zero carbon by 2038 across all development phases through preparation of detailed strategies that accord with the climate change policies in this DPD. In line with DPD policies, proposals will be required to be accompanied by a settlement-wide net zero carbon energy strategy which demonstrates the integration of heat, power and transport. Preparation of such a strategy will require applicants to make reasonable projections of energy demand across development phases.

The DPD requires the strategy to be prepared in line with an energy hierarchy which includes measures to generate and use energy efficiently. This will include demonstrating how opportunities to supply and use energy efficiently and cleanly have been realised, including exploring potential to exploit local energy resources- such as secondary heat. Proposals should also maximise production, storage and use of renewable energy.

The DPD recognises the need to maximise these opportunities at the new settlement on-site or, if not possible, near site, in pursuit of the 2038 net zero target.

Northern Powergrid (NPG), is the Distribution Network Operator covering the former Harrogate District. Whilst villages in the vicinity of the site are served by utilities these do not have the capacity to serve the scale of development that could ultimately be delivered by a new settlement, as outlined in the Stage 3 report infrastructure capacity report which accompanied the Harrogate District Local Plan (HDLP).

Appropriate infrastructure will be required to supply the development with energy, reflecting the requirements of the DPD. The site promoters for land at Maltkiln have continued to engage with energy providers in more detail to gain a further understanding of site-specific infrastructure requirements and the timing and costs of this. Indicative costings in relation to provision of energy infrastructure have been provided by the current promoter of the site to feed into the preparation of this IDP. As more detailed plans for the new settlement are prepared and solutions to energy provision are provided, the infrastructure requirements will need to be further refined and any cost implications reflected in an updated infrastructure schedule.

Water Infrastructure

Yorkshire Water operate through Asset Management Plans for five-year periods. The Council liaised with Yorkshire water in the production of the Infrastructure Development Plan which supported the Local Plan and have continued to liaise with them in the production of this current update which supports production of the DPD.

Yorkshire Water has a statutory duty to serve the identified development sites and has comprehensively assessed infrastructure implications as part of the AMP process. The current plan AMP7 runs from 2020 to 2025.

Clean Water:

- Whilst there are pressures on the wider area from increased development, Yorkshire Water have identified that there will be no significant issues supplying clean water to the new settlement. Improvements will be required to some assets, and these are being programmed by Yorkshire Water.
- New Appointments and Variations (NAV) affect the new settlement site. New appointments and variations (NAVs) are limited companies which provide a water and/or sewerage service to customers in an area which was previously provided by the incumbent monopoly provider. A new appointment is made when a limited company is appointed by Ofwat to provide water and/or sewerage services for a specific geographic area. The NAV which covers the New Settlement area is GTC. GTC has the same duties and responsibilities as the previous appointed water company (Yorkshire Water) for the specified area.

Wastewater:

- YW have confirmed that current waste treatment works capacity is limited and that the preferred option is for a new site. The potential solutions which may include nature-based solutions are being explored, and Yorkshire Water are in discussion with landowners about the potential location of a new site.

Phasing of clean wastewater infrastructure provision

Yorkshire Water understand the proposed trajectory for the delivery of the new settlement and are progressing work to ensure that delivery of the required infrastructure will be in line with the proposed trajectory. Discussions between Yorkshire Water, North Yorkshire Council and site promoters will continue and this IDP will be updated with a more detailed programme of works as more detailed proposals emerge.

4. Health and Community Facilities

Health

The Council has engaged with the NHS Humber and North Yorkshire Integrated Care Board (ICB) (formerly the Clinical Commissioning Group) and GPS at the existing Springbank Surgery in order to understand existing provision and requirements for additional facilities in order to support the population growth associated with the new settlement.

Springbank Surgery has a patient list in excess of 6.5 thousand people and provides its existing services across two sites, located in Green Hammerton and Tockwith. The practice is currently operating at close to full capacity and as such could not accommodate the increased need for health care generated by new homes planned within the new settlement.

A new GP Surgery will need to be provided within the new settlement in order to meet the health needs of the population of the new settlement. Details of the size and approximate cost of the new Surgery are provided within the infrastructure schedule at appendix 1 of this document.

Phasing of Health provision

Provision to support the health needs of the new population will be required early in the development.

Education Requirements

The former Harrogate Borough Council worked with the education authority (formally North Yorkshire County Council, now North Yorkshire Council) in order to identify the educational infrastructure required to support the level of growth proposed in Maltkiln. The NYC education service have stated that the development would generate the need for two primary schools, each with nursery provision. The education provision should be located within Maltkiln to ensure good accessibility to the new residents and minimise the need to travel, particularly by private vehicle.

The NYC education service have indicated that the development is not projected to generate sufficient number of pupils to warrant the need for secondary provision on-site. Nevertheless, for the proper and long-term planning of the area, the Council consider a cautious approach should be taken and have safeguarded land for a secondary provision if it is needed (policy NS28 Education Provision within the New Settlement DPD). This is located alongside one of the proposed primary schools as shown on the Development Framework.

Consideration will be given to existing secondary schools. If it is considered that the safeguarded secondary provision site is not required to serve the specific needs of Maltkiln, then off-site financial contributions will be required, plus land ear-marked in the adopted local Plan towards extra provision at Boroughbridge High School and the safeguarded site will be released for additional open space.

In summary, the requirements are:

- one 420 space primary school, including 52 place nursery provision (2.40ha);
- one 420 space primary school, including nursery provision, which includes site for future expansion to 630 places, including 78 place nursery provision (3.50ha);
- financial contributions and land ear-marked in the adopted local plan towards secondary school provision at Boroughbridge High School or provision of secondary school on-site

within the safeguarded land shown on the Development Framework, whichever is necessary.

All proposals for the provision of new schools will need to ensure that they conform with and fulfil the requirements of the most recent DfE Output Specification, General Design Brief and must complete the Council's Education Site Suitability Checklist as part of any planning application.

The working assumption, given current DfE guidance, is that the operator of the new school(s) will be appointed following a national competition as part of the DfE Presumption process. Within that process the Council would publish a specification including a reference that the successful Trust would be expected to enable community use.

Infrastructure cost of building education provision will be met through s.106 education developer contributions and through the NYC education services' Capital Programme

Phasing of education provision

The NYC education service has identified that of the requirement for two primary schools within the new settlement, one should be provided in an early phase of the development. The closest existing schools locally have very limited capacity to accept new pupils and as such, transfer of land for new schools will be required early in the development process – a fully serviced plot for the first primary school will be required no less than 3 years before the date upon which an operational new facility will be required. Access to the school site for surveys will be required well in advance of the school site being transferred to the LEA. The timing of delivery of any secondary provision will be dependent upon the rate of delivery of the new homes within the settlement.

The education team have provided a specification for a serviced site (attached as Appendix 2). Safe routes to school will also need to be provided by the time the school is open, this includes street lighting and natural surveillance.

Local secondary school provision will be kept under review through the Plan period to determine whether secondary provision at Maltkiln is required and when it will need to be delivered. Based on the housing trajectory for the DPD, it is anticipated that if it is required then it is likely to be delivered towards the end of the Plan period

5. Open Space and Sports Pitches

In line with the policies of the DPD, within Maltkiln provision should be made for new sports, open space and recreational facilities to cater for the needs arising from the development. The provision standards and process set out in the Provision for Open Space and Village Halls Supplementary Planning Document (SPD) should be used to establish the starting point for on-site provision however this should be classed as the minimum and the actual amount of provision will be established as part of detailed masterplanning.

Sports pitches

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

The on-site and off-site requirements from the development are provided below:

	Football Hub Requirements (Grass Pitches Only)	Rugby Union - Playing Pitch Requirements	Cricket – Playing Pitch Requirements	Hockey – Playing Pitch Requirements
On site Requirements	<ul style="list-style-type: none"> ▪ 1 adult 11v11 pitch ▪ 3 youth 11v11 pitches ▪ 2 mini soccer pitches. ▪ 8 changing rooms ▪ Contribution towards 11 hours of 3G AGP training use per week. 	None	Contribution of a new six wicket square with changing accommodation of good quality.	None
Off site Requirements	None	Contributions to improve pitches and capacity of play at Knaresborough Rugby Club.	Contributions to improve capacity of play at Kirk Hammerton, Little Ribston and Marton cum Grafton Cricket Clubs.	Contributions towards a second AGP at The Granby Centre, Harrogate.

As can be seen within the table above, football and cricket will require on-site developments. Cricket will also require off-site contributions as will Rugby Union, and Hockey. The development of a hub for football as part of this development is a suitable consideration. The above requirements are reflected within the infrastructure schedule at Appendix 1 of this document.

Use of school sporting facilities

Given current DfE guidance, the operator of the new school(s) will be appointed following a national competition as part of the DfE Presumption process. Within that process, the Council would publish a specification, including a reference that the successful Trust would be expected to enable community use. Therefore, a Community Use Policy would be required stating that the intention is that the playing pitch would be made available for community use, as many schools are, but only where a hire or licence agreement is put in place with the user.

Open Space

In response to the requirements set out in the Harrogate District Local Plan and the Provision for Open Space and Village Halls Supplementary Planning Document the following calculations have been provided to indicate the on-site and off-site requirements from the development.

The calculation in Appendix 1 includes equipped areas that provide a wide range of facilities, such as play equipment and casual play areas for children and young people. It also includes allotments to provide residents with the opportunity to grow food. A circular green loop providing walking and cycling routes to connect these places and provide links to nearby villages should also be provided.

The Calculations are based on the Local Plan indicative yield of 3000 dwellings and the council will require a financial contribution towards the maintenance of facilities/spaces. It should be noted that the development of strategic sites will be considered in line with para 2.61 - 2.62 of the Provision of Open Space and Village Halls SPD July 2021 which states that open space calculations should be used to establish the starting point for contributions, with the actual amount of on-site provision to be established as part of wider masterplanning discussions and in consultation with the Councils Open Space Consultation Group.

6. Travel and Transport

Rail

The railway line between Harrogate and York passes through Maltkiln, running parallel to the A59 corridor. This section of the “Harrogate Line” connects York to Leeds via Knaresborough and Harrogate. There are five stations situated along the rail line between Harrogate and York including Cattal and Hammerton which are within and adjacent to the new settlement site respectively. The HDLP IDP referred to potential planned investment to this line including improvements which would see a doubling in frequency of trains per hour.

At the time of preparing this document there are two trains per hour (in each direction) between Harrogate and York, passing through the new settlement area following increases in frequency implemented in December 2021. This complements the relatively recent upgrade of rolling stock on the line to trains with additional capacity (189 seating capacity), which were introduced to the line in 2020. This increased capacity and frequency will accommodate the predicted, 3% year-on-year, growth in patronage within the Local Plan period.

NYC also has long-term aspirations for the electrification of the Harrogate rail line (Leeds to York, via Harrogate), as well as the doubling of the current single-track sections between Knaresborough and Poppleton. Funding to deliver this, however, has not yet been identified although increased demand from a new settlement in the Cattal area will help facilitate a stronger business case to seek delivery and identify future potential funding streams.

Given the large increase in population resulting from the new settlement it is anticipated that the demand for rail travel at Cattal station will increase significantly, although it should be noted that the station is already used by commuters and other passenger from the surrounding towns and villages to access Leeds/Harrogate or York resulting in on-street parking as the current station does not have any car parking facilities. The recent improvements in capacity and frequency will increase the attractiveness of the station not counting for the proposed dwellings at Maltkiln. In order to cater for the increased demand, the station facilities will need to be improved as part of the new settlement development to create a rail hub that serves the wider and local community with a regular rail connection to Harrogate, York and Leeds. It is imperative that if reliance is to be placed by the development on the rail station (in supporting sustainable travel) that (a) there is adequate capacity on the two services an hour; and (b) there is adequate parking provided at the proposed Cattal Station car park.

The Cattal station improvements will be planned for, and provided, in consultation with Network Rail, and will include:

- New /extended rail platform.
- Enhanced seating and waiting facilities.
- Secure, covered cycle parking, including for electric and non-standard bikes.
- Bike share / rental.
- New bus stops and waiting shelters.
- Real time train and bus information.
- Drop off points for taxis.
- Additional car parking, including provision for electric vehicles and dedicated car club spaces in line with HBC Policy <https://www.harrogate.gov.uk/downloads/file/1917/ultra-low-emission-vehicle-strategy>).
- Package delivery lockers.

Costings for the station improvements are included within the infrastructure schedule at the end of this report. It should be noted that level crossings are included under highways below.

Bus

Currently there are no bus services that pass through the new settlement site and there is no direct bus service running along the length of the A59 between Knaresborough and York. The area around the new settlement currently has relatively poor bus provision, which is reflective of many rural areas in North Yorkshire. However, advances in technology and provision of community transport are starting to see improved public transport, including demand responsive options for these rural areas. S106 agreements will secure funding from the developers of the new settlement towards bus provision serving the new settlement. NYC have engaged with bus providers with regards to options for bus provision and potential associated costs, as reflected in the infrastructure schedule at the rear of this document.

It is proposed that bus provision will be provided to/from and within the settlement as part of the development. It is anticipated that bus provision to/from and within the settlement will cater for movements north-south and east-west through the site, and this could include:

- North-South link - A new service from Boroughbridge to Wetherby, via Thorpe Arch and Whixley;
- East – West link - A new service from York to Harrogate, via Knaresborough and Kirk Hammerton;
- New bus services to incorporate the Railway station.

Additional infrastructure will also be required including the following:

- Bus stops and shelters located to maximise their accessibility for all – including seating and cycle parking as appropriate and consistent branding.
- Real time passenger information and wayfinding as appropriate.
- Bus laybys or bus stop ‘cage’ to enable access to the bus stops.
- Bus boarders with higher kerb height to reduce the step transition between the bus and the footway.
- High quality footway and cycleway materials.
- Incorporated maintenance regime to ensure the quality of the infrastructure provided does not diminish and maintain attractiveness and accessibility to the services.
- Demand Responsive bus provision will also form part of the public transport as an addition to the core bus provision/frequency.

The new bus services and associated infrastructure will need to be provided early in the development process to ensure the first occupiers have access to the bus services immediately to further encourage their use. It has been identified that developer contributions for public transport improvements shall be secured to ensure a coordinated public transport that connects well with other areas and has a good level of service will be provided. It is anticipated that developer’s contributions will establish the bus service provision in the first instance with the view to it becoming commercially self-sustaining in the future once the occupancy of the settlement increases.

Strategic Road Network (SRN)

The cumulative traffic impacts of all proposed local plan site allocations were assessed to inform the HDLP using the Harrogate District Traffic Model. The model was commissioned jointly by the former

HBC and former NYCC. The traffic model was used to identify junctions which will operate overcapacity in 2035 under local plan site allocations. The local plan modelling work identified that the local highway network, with mitigation measures could accommodate the planned local plan growth; this includes requirements for mitigation at junction 47 of the A1M.

Junction 47 of the A1(M), which forms part of the SRN has recently been upgraded to address peak hour congestion that often resulted in traffic queuing along the northbound and southbound A1(M) exit slip roads. As part of the Local Plan examination, it was recognised that further capacity improvements were required to accommodate the delivery of the Local Plan, and in particular the new settlement. A financial contribution will be required, secured through a S106 contribution. In summary, a junction widening scheme has been developed that will create additional lanes, circulatory carriageway and creation of a free-flowing segregated turning lane from the A1(M) northbound off-slip to the A59. Costings for this work have been prepared and are reflected within the infrastructure schedule at the rear of this report. Trigger points for the delivery of the mitigation measures are proposed to be based on a trip budget approach and vehicular trip rates, to be agreed with the LHA. This will require monitoring of vehicular trip rates. The cost included within this schedule is considered to be a maximum cost - alternative mitigation solutions may be developed in response to monitoring.

The principal road link in the vicinity of the proposed new settlement is the A59. Other key routes in the area include the B6265 which connects the A59 to Boroughbridge to the north, as well as the A168, which connects Wetherby and Thirsk and runs adjacent to the A1(M).

Local highways

It is understood that the principal access to the new settlement will be via a proposed new Eastern Roundabout junction on the A59 to the north of the new settlement. Access will also be possible from the south of the site (although this will be to some extent constrained by Cattal Bridge, which is signalised) and the east of the site connecting to Kirk Hammerton. Additional highway access will be provided via a new link connecting to the southwest of the site linking the new settlement to the A168. This will enable onward connections towards the south of the settlement particularly for vehicle trips to/from the A1 (M) southbound via J46. New highways will be provided within the new settlement to provide connections through the settlement.

The internal road layout will also include a single new road bridge over the railway line (currently a controlled level crossing) to provide vehicular connection between the northern and southern sides of the development. The existing level crossing at Cattal Station will be closed and a pedestrian / cycle bridge provided to enable direct access to / from the rail station for active modes.

Active Modes

In order to encourage use of active modes of transport to/from and within the new settlement a direct, coherent, safe, comfortable, attractive and inclusive network of pedestrian and cycle routes must be provided throughout and beyond the new settlement. This will include safe crossing points of major roads in the area such as the A59, and the rail line that passes through the site. Cycle provision will need to be compliant with Local Transport Note (LTN) 1/20: Cycle Infrastructure Design. In addition to high quality routes, facilities to encourage cycling will also be required, such as safe and secure cycle parking within the proposed dwellings, places of work and social and leisure facilities and services.

Active travel improvements are being investigated for sections to the west of the new

settlement offering potential for wider strategic links between the new settlement and Harrogate. This includes work to develop a cycle route between Knaresborough and Flaxby Green Park alongside the rail line to provide access to key employment and residential sites along the route. This forms part of a wider aspiration to provide a future connection to York via Cattal.

Mobility Hub

The new settlement should include a mobility hub that links travel opportunities by all modes to help provide a cohesive development that is not car dependent. There is no defined or “one-size fits all” approach for the provision of a mobility hub, so the components will need to be reflective and adapt to the location and likely demands for the new settlement. The potential initiatives that could be included in the mobility hubs for the new settlement include:

- Provision for interchange between bus, rail and active modes – including seating, waiting areas, travel information, wayfinding and high-quality public realm.
- Car Clubs – to reduce the need for ownership of a private car, which will retain the accessibility and flexibility that a car can, without the need to maintain a vehicle. The car club fleet should comprise low carbon vehicles, principally EVs and the mobility hub(s) should include the supporting EV charging infrastructure e.g., EV charging bays.
- Bike hire scheme including electric bikes to facilitate trips starting and/or ending in the new settlement.
- E-cargo bike share/hire to facilitate ‘last mile’ deliveries in the new settlement.
- Car sharing schemes for both the residential and employment areas.
- Cycle parking and repair / maintenance facilities (particularly at the central hub).
- Package delivery lockers.

7. Funding and Delivery

Funding

Infrastructure requirements will be funded by a variety of different mechanisms. Key sources of funding over which the planning system can have a direct influence are Section 106 Agreements and Grampian and other Planning Conditions - these are the main mechanisms for to secure essential on site requirements and critical infrastructure and include highway infrastructure, mainly those covered by Section 38 and Section 278 of the Highways Act 1980, which provide discretionary powers for the highway authority to enter into an agreement with a development to adopt a new highway or improve the existing highway.

Whilst it is expected that most, if not all, of the site-specific infrastructure identified in the Infrastructure Schedule will be able to be funded by the above mechanisms other sources of funding will be available for specific elements. These will include direct funding by statutory undertakers under their legal obligations and statutory functions such as utility and telecommunication companies where their investment budgets are drawn from customer charges, education providers where funding is received from the government to ensure that sufficient pupil places in all schools, Central government funding pots, Economic growth funding (through the LEPs) and developer funding.

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

Each infrastructure project identified within the schedule at the rear of this report has been categorised into one of the following:

- Critical/up-front - fundamental to delivery of vision, objectives and policies of the Local Plan. Without it development may not be able to commence;
- Necessary - important to deliver specific schemes but precise timing is less critical, and development may be able to commence ahead of its provision;
- Important - would enhance effectiveness, efficiency and quality of infrastructure. Desirable to build sustainable communities, but timing and phasing is not critical over the plan period.

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

Delivery

On large strategic development such as the new Settlement the timely delivery of infrastructure is challenging. Often infrastructure such as schools need to be funded early so that design and construction can be commenced and completed in time to be available for the children moving into the development. If the school is to be paid for out of developer contributions over the lifetime of construction phases, then a funding agreement would be required to agree who provides the up-front funding and the pay-back period/schedule for the developer to ensure funding is recouped from the development. Challenges around the timing of cashflow also apply to other high-cost infrastructure items such as highways and sports pitches.

These challenges can be overcome through considering the overall cashflow of the development, looking at costs and revenues to identify whether some early upfront funding is required to facilitate early delivery of infrastructure but potentially repaid at a later date from developer contributions as

they become payable. This approach requires identifying the pinch points for cashflow and overall viability.

The New Settlement Development Plan Document includes a specific policy relating to delivery of development. The policy requires developers to prepare a Strategic Allocation-wide Infrastructure Delivery Strategy, a Phasing Strategy and a Financial Appraisal for approval as part of the planning application. These documents are required to that the development of the Maltkin New Settlement Strategic Allocation will deliver, in a timely manner, sufficient infrastructure to cater for the needs of the Strategic Allocation as a whole and also mitigate to an acceptable level the effects of the whole development upon the surrounding area and community.

New Settlement DPD Infrastructure Delivery Schedule														
Infrastructure Project	Location	Short Term 2023-2028	Medium Term 2028-2033	Long Term 2033 +	Trigger(s) for Timing of Delivery	Delivery Lead	Delivery Partners and Stakeholders	Indicative Cost (£)	Normal site cost	Abnormal site cost	IDP cost	Delivery Mechanism/ Funding Source	Prioritisation 1 - Critical 2 - Necessary 3 - Important	Comments (including risks and contingencies)
Highways - Strategic Road Network														
Junction 47 upgrade	A1(M) Junction 47	x	x	x	Related to completion of certain number of homes at the new settlement. Exact quantum to be determined as part of preparation of NewSettlement DPD	NYC	National Highways, LEP, NYC, New Settlement developer(s)	£21,367,500			£21,367,500	S106 - Developers, External funding	1	Policy NS36 of the DPD identifies that further works will be required to support the Maltkiln development, for which a financial contribution will be required, secured through a S106 agreement. Trigger points for the delivery of mitigation measures are proposed to be based on a trip budget approach and vehicular trip rates, to be agreed with the LHA. The cost included within this schedule relates to the 'maximum solution' likely to be required - alternative mitigation solutions may be developed in response to monitoring.
Highways - Local Road Network														
A59 Eastern Roundabout	The roundabout at the northern end of the main site spine road on the A59 (referred to as New Larger Roundabout on A59 (RHS) within the Henry Riley cost plan May 21)	x	x		Unknown at this stage - to be agreed with NYC	NYC, Developer	NYC, Developer	£1,099,379	£1,099,379			S106 - Developer	1	Policy NS36 of the DPD identifies that further works will be required to support the Maltkiln development, for which a financial contribution will be required, secured through a S106 agreement. Trigger points for the delivery of mitigation measures are proposed to be based on a trip budget approach and vehicular trip rates, to be agreed with the LHA. This will require monitoring of vehicular trip rates, generated from the site, at key access points to / from the new settlement.
Scate Moor Lane	Road Link to Scate Moor Lane, plus associated improvements to facilitate connection to A168 and A1(M)	x	x					£2,785,000		£2,785,000		S106 - Developer	1	
Over Railway Bridge		x	x					£9,135,680		£9,135,680		S106 - Developer	1	
Offsite highways improvements	A59/B6265 and B1224 junctions		x					£835,500		£835,500		S106 - Developer	1	Number of junctions and extent of works will be dependent on TA work for planning application
Public Transport														
Enhancements to bus services to serve new settlement	York-Hammerton -Boroughbridge-Ripon service		x	x	Triggers to be agreed with bus operator	Bus Company	NYC, Bus Company, Developer	£3,000,000		£3,000,000		S106 - Developer	2	

New Settlement DPD Infrastructure Delivery Schedule														
Infrastructure Project	Location	Short Term 2023-2028	Medium Term 2028-2033	Long Term 2033 +	Trigger(s) for Timing of Delivery	Delivery Lead	Delivery Partners and Stakeholders	Indicative Cost (£)	Normal site cost	Abnormal site cost	IDP cost	Delivery Mechanism/ Funding Source	Prioritisation 1 - Critical 2 - Necessary 3 - Important	Comments (including risks and contingencies)
Station Improvements - Cattal Railway Station	Cattal and Hammerton - Local Centre Car Parks (north and south of railway line)			x	Actual timing to be agreed through further discussion with Network Rail and NYC	Network Rail	NYC, Developers, network Rail	£724,100		£724,100		S106 - Developer, Network Rail	2	
Works to Cattal Lane/Station Road	Works both north and south of railway line - associated with the closure of the level crossing at the station		x			Developers	Developers, NYC	£134,794		£134,794		S106 - Developer	2	Network Rail wish to see this in early phases of development - linked to provision of the new bridge.
Mobility hubs	New settlement - central location plus satellite hubs					Developers	Developers	£1,500,000		£1,500,000		S106 - Developer	2	
Cycling and Walking														
Cycle Routes within New Settlement	Cattal and Hammerton			x	Build out of new settlement phases	Developers	NYC, Cycle Forum	Unknown at this stage				Developers, External funding	1	
New Pedestrian/Cycleway Footbridge	New Settlement		x		Actual timing to be agreed through further discussion with NYC	Developers	NYC, Developers,	£2,572,950	£2,572,950			S106 - Developer	1	
Water and Utility Services														
Electricity Network	Upgrading of Cable along A59 - Classed as "Off-site works" and "Network Operator Costs"	x			Actual timing to be agreed with Northern Power Grid	Northern Power Grid	Northern Power Grid, Developer	£14,363,194	£14,363,194			Agreements between utility companies and developers	1	
Electricity Supply	Energy reduction across the settlement; energy supply on-site and/or off-site to meet DPD carbon reduction requirements	x	x	x	TBC	Developer	Developer, Decentralised energy supply partners, Northern Power Grid	TBC				Agreements between energy supply partners, developers and utility companies	1	Reducing annual and peak demand and ensuring demand can be met, including through renewable and low carbon energy generation/storage and potential connection to electricity grid to meet residual need
Heat Network	Cost of a district heating system to meet DPD carbon reduction requirements -comprising four heat hubs and distribution pipework providing heat to all buildings from a combination of Air Source & Ground Source Heat Pumps, plus Solar PV and back up boilers							£17,783,420						
Water Supply - Reinforcement of existing network including new/extended service reservoir and additional water mains		x			Actual timing to be agreed with Yorkshire Water	Yorkshire Water	Yorkshire Water, Developer	TBC - YW lead				Agreements between utility companies and developers	1	
Enhancements to Waste Water Treatment Centre	Kirk Hammerton	x						TBC - YW lead						Agreements between utility companies and developers

New Settlement DPD Infrastructure Delivery Schedule														
Infrastructure Project	Location	Short Term 2023-2028	Medium Term 2028-2033	Long Term 2033 +	Trigger(s) for Timing of Delivery	Delivery Lead	Delivery Partners and Stakeholders	Indicative Cost (£)	Normal site cost	Abnormal site cost	IDP cost	Delivery Mechanism/ Funding Source	Prioritisation 1 - Critical 2 - Necessary 3 - Important	Comments (including risks and contingencies)
New Waste Water Treatment Centre	Unknown at this stage		x					TBC - YW lead				Agreements between utility companies and developers	1	
Foul water infrastructure Charge		x						TBC - YW lead				Agreements between utility companies and developers	1	
BT	Telephone connections	x						BT	BT, Developer	£1,207,500 + BCIS cost inflation to Q3 2022 at 11.4% =	£1,207,500			Agreements between utility companies and developers
Education - primary														
1 x 420 place school (24,172 m2) - requirement of one 420 FE with nursery provision	North of railway	x	x		Facilities will be required to be provided in the early phases of development as insufficient capacity in existing provision. Actual	NYC	Developers, School Governors	£8,000,000 - 10,000,000				8000000 - 10000000	Developer	1
1 x 420 place school with nursery provision (24,172 m2) with land for expansion to 630 places (10,926 m2)	South of railway		x	x		NYC								Developers, School Governors
Education - secondary														
Provision of 11 additional classrooms at Boroughbridge High School.	Boroughbridge High School or on-site	x	x			NYC	Developers, School Governors	£10,552,360			£10,552,360	Developer through S106 and NYCC capital programme	1	Decision still to be made whether the provision should be on-site or financial contributions to the expansion of Boroughbridge High School. Costs are anticipated developer contributions (not the total cost of a new school/expansion)
Health														
GP Surgery / pharmacy: up to 900sqm (up to 0.6ha)	Village centre	x	x		Actual timings to be agreed with the North Yorkshire Integrated Care Board (ICB)	ICB	Developers, North Yorkshire Integrated Care Board (ICB)	£2,900,000 - £5,100,000				Developer and external funding	2	The format and size of the new facility remains under discussion with the ICB and the exact timing of delivery of a new surgery and any interim short term measures required remains under discussion with the ICB. This figure has been prepared based on a population increase yielded by between 3000 and 4000 new homes.
Community space														
Community meeting and activities space(s)	Village centre		x		TBC	Developer/ NYC	Developer through on site works and through S106	£964,591 + BCIS cost inflation to Q3 2022 at 11.4% = £1,074,554	£1,074,554			Developer	2	
Open Space and sports pitches														

New Settlement DPD Infrastructure Delivery Schedule														
Infrastructure Project	Location	Short Term 2023-2028	Medium Term 2028-2033	Long Term 2033 +	Trigger(s) for Timing of Delivery	Delivery Lead	Delivery Partners and Stakeholders	Indicative Cost (£)	Normal site cost	Abnormal site cost	IDP cost	Delivery Mechanism/ Funding Source	Prioritisation 1 - Critical 2 - Necessary 3 - Important	Comments (including risks and contingencies)
Public open space in line with HDLP policies (Amenity green-space, cemeteries, natural and semi-natural greenspace, Parks and gardens, provision for children and young people, village halls)	New Settlement on site	x	x	x	TBC	Developer/ NYC	Developer through on site works and through S106	on site (only cemeteries will be an off-site contribution)				Developer	2	The council will require a financial contribution towards the maintenance of facilities/spaces - indicative cost for this are £3,700,000 over a 10 year period. ** NOTE: the development of strategic sites will be considered in line with para 2.61 - 2.62 of the Provision of Open Space and Village Halls SPD July 2021 which states that open space contributions should be used to establish the starting point for contributions, with the actual amount of on-site provision to be established as part of wider masterplanning discussions and in consultation with the Open Space Consultation Group.
Sports pitches/Sports hub	New Settlement	x	x	x	Triggers for land transfer and financial contributions to be agreed via s106	Developer/ NYC	Developer through on site works and through S106	£2,500,000	£2,500,000			Developer	2	Calculations will be prepared in response to the application - The Councils PPS indicates that football and cricket facilities will be required on site in a sports hub format. The indicative cost for this is £2,500,000. The maintenance cost for 10 years is £1,900,000.
Sports pitches/Sports hub - off site contributions	off site	x	x	x	Triggers for financial contributions to be agreed via s106	Developer/ NYC		£970,000	£970,000			NYC	2	Calculations will be prepared in response to the application - Off site contributions towards 3G, Rugby Union, Hockey and cricket will be required. These calculations will be re-run at the point of determining planning applications and may change in response to comments from sports governing bodies.