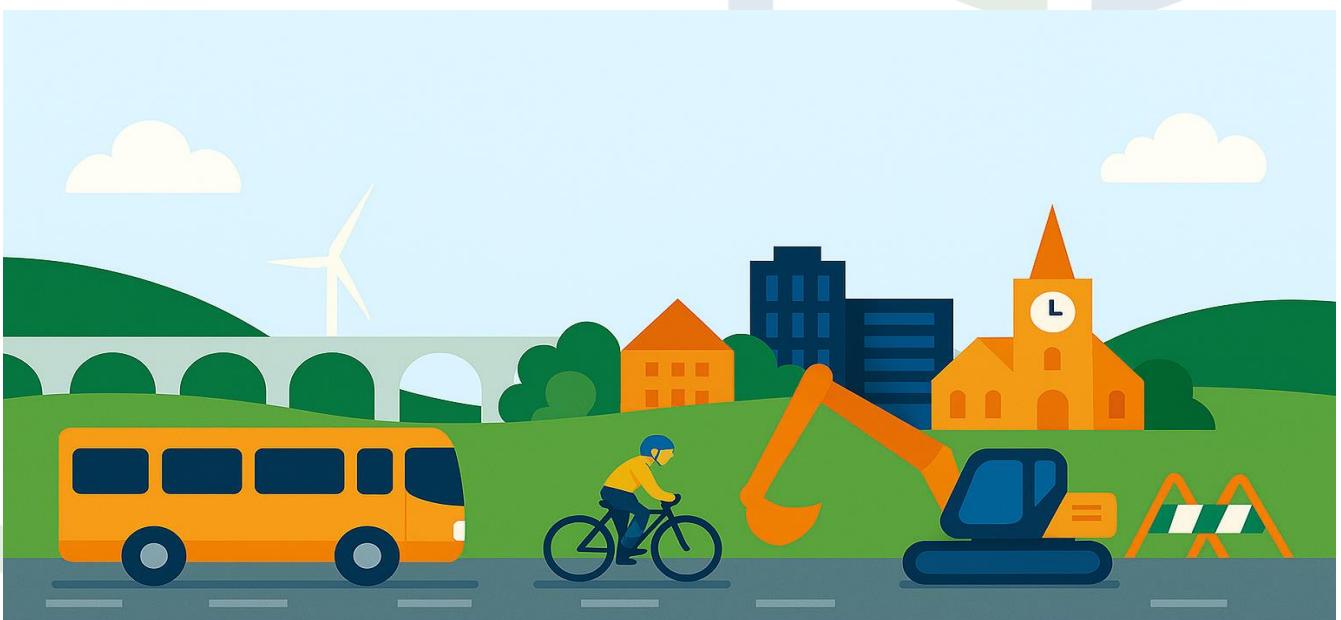


North Yorkshire Infrastructure Business Plan

2025 – 2030

December 2025



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1. Introduction

1.1 Purpose of the Infrastructure Business Plan

The Infrastructure Business Plan (IBP) provides a strategic framework for prioritising and managing infrastructure investment across North Yorkshire, specifically in relation to Community Infrastructure Levy (CIL).

Infrastructure funding generated through S106 legal agreements are based on specific infrastructure needs directly related to the development site and the parameters for how and where contributions should be spent are set out in the individual legal agreements. Therefore, strategic assessment in this context is not required for S106 contributions.

Key Objectives:

- Project Delivery & Funding Allocation: The IBP identifies priority infrastructure projects, guides CIL spending decisions, and allocates funding to support delivery.
- Current Infrastructure Overview: It presents a current view of infrastructure needs, drawing from the Infrastructure Delivery Plans (IDPs), with a focus on the four CIL charging areas.
- Responsive & Transparent Planning: As a living document updated annually, the IBP enables the Council to adapt to changing circumstances and ensures transparency in infrastructure planning and delivery.

1.2 Geographic Scope and Strategic Purpose of the IBP

CIL is a charge which can only be implemented by a planning authority. In two tier authorities this would be a District or Borough Council – for CIL purposes these are known as ‘Charging Authorities’. Prior to Local Government Reorganisation (LGR) the following existed:

- Four charging authorities (Hambleton, Harrogate, Ryedale and Selby) with their own CIL Charging Schedules
- No CIL in Craven, Richmondshire and Scarborough

Since LGR North Yorkshire Council has become the CIL Charging Authority and the implications of this are:

- there is now one Charging Authority Area, North Yorkshire Council rather than the previous four areas of Harrogate, Hambleton, Ryedale and Selby.
- there are four Charging Schedules each corresponding to the former district areas.

- CIL does not operate in the former Craven, Richmondshire and Scarborough Council areas. In these areas S106 and S278 agreement are the sole obligation mechanisms.

This IBP applies to the entire North Yorkshire Council area, with a particular focus on the four legacy authority areas where the CIL has been adopted: Harrogate, Hambleton, Ryedale, and Selby.

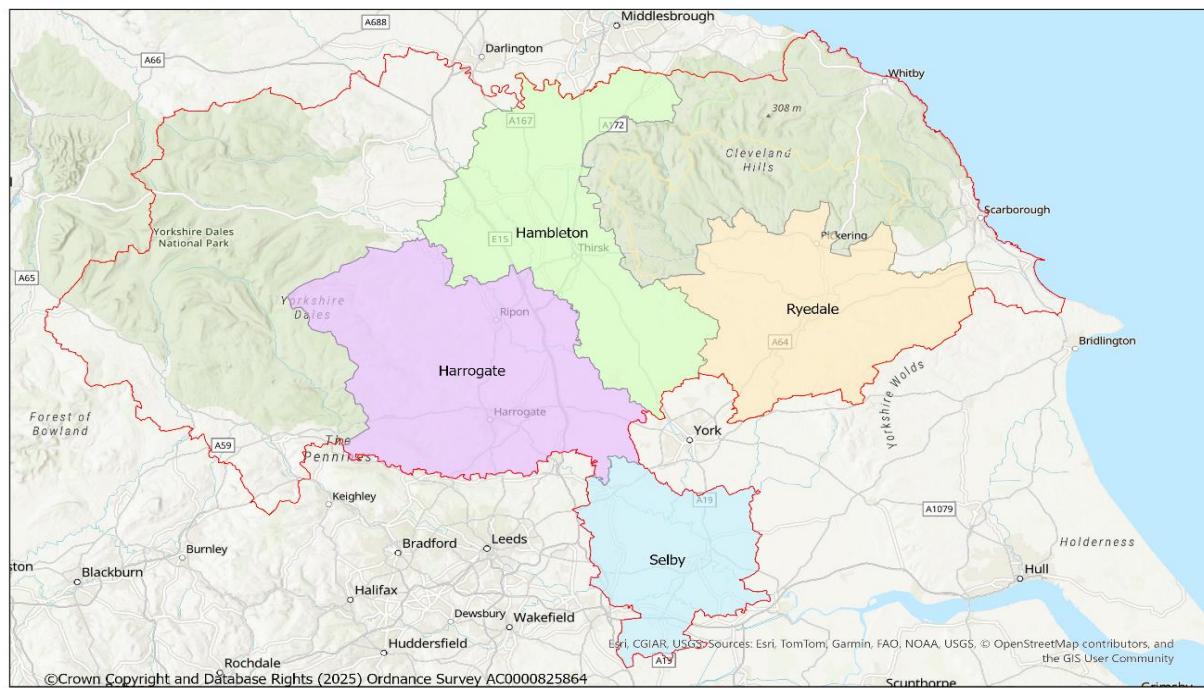
This IBP will incorporate a CIL spending strategy that outlines how the council will allocate CIL revenue to support a broad range of infrastructure needs arising from new development. While only four of the seven former authorities have adopted CIL charging schedules, none have previously operated under a formalised spending strategy. This plan therefore represents the first coordinated approach to reviewing infrastructure delivery and prioritising investment across the CIL charging areas.

The IBP is intended as an interim strategic document, covering a three to five-year period until the adoption of the new North Yorkshire Local Plan. During this time, the IBP will be updated annually to reflect the most current infrastructure needs, funding availability, and delivery progress. Once the new Local Plan is in place, the IBP will be replaced with a revised plan aligned to the updated spatial strategy and growth priorities of the new Local Plan.

The diagram below highlights the four CIL charging areas within the context of the wider North Yorkshire Council area.



Map of North Yorkshire depicting the 4 CIL charging



1.3 Community Infrastructure Levy (CIL) Overview

On receipt CIL income is divided into three parts in line with the CIL regulations as outlined below:

Strategic CIL (70–80%)

This portion is allocated by the council to support strategic infrastructure priorities. Only four of the legacy authorities within North Yorkshire Council have adopted a CIL charging schedule and collect CIL. Funds collected in these areas must be spent within the area they were generated.

Neighbourhood CIL (15–25%)

15% of CIL receipts are allocated to the relevant parish or town council, capped at £100 per council tax dwelling. Where a neighbourhood plan is in place, this increases to 25% uncapped. The local parish, town or city council has discretion over how this portion is spent, provided it supports infrastructure and addresses the demands of development.

Administration (5%)

Up to 5% of CIL income may be used to cover the costs of administering, collecting, and enforcing the levy.

This report focuses on strategic CIL funding only and how this portion can be spent.

Strategic Prioritisation

The IBP introduces a clear methodology for assessing and prioritising projects for CIL funding. It aligns infrastructure investment with the objectives of both the existing and emerging Local Plan, helping to address the challenge of infrastructure lagging behind development. The aim is to ensure infrastructure is delivered at the right time and in the right place.

The plan also identifies the scale of the infrastructure funding gap. While CIL contributes to bridging this gap, available funds are limited relative to overall infrastructure costs. This highlights the importance of robust prioritisation and the need to explore alternative funding sources, such as government grants, developer contributions, and public-private partnerships.

Relationship with the Infrastructure Funding Statement

The IBP complements the Infrastructure Funding Statement (IFS), a document also published annually on the Council's website (since 2019). The IFS includes:

- A breakdown of infrastructure projects receiving CIL funding.
- A summary of CIL income and expenditure.

- A report on Section 106 contributions received and spent.

In simplified terms the IFS sets out the financial situation for the monitoring year and the IBP provides an assessment of projects put forward for strategic CIL funding and offers spending recommendations for the year. Together, the IBP and IFS provide a transparent overview of infrastructure funding and delivery, supporting accountability and informed decision-making.

2. Strategic Context

The Infrastructure Business Plan (IBP) is shaped by the strategic priorities set out in both the existing Local Plans and the emerging North Yorkshire Local Plan. It ensures that infrastructure investment is aligned with planned growth and supports the delivery of sustainable, well-connected communities.

The CIL Regulations, whilst being very clear about the 'rules' for collecting CIL, do not prescribe the process for spending. It is expected that individual charging authorities develop their own process for determining spending priorities with the only requirement being that CIL is used to fund infrastructure. The National Planning Policy Guidance states that the levy can be used to fund a wide range of infrastructure including transport, flood defences, schools, hospitals and other health and social care facilities. This definition therefore allows the levy to be spent on a very broad range of facilities and gives local areas the opportunity to choose what infrastructure is needed to deliver the Local Plan. In essence, the only government guidance is that it must be spent on infrastructure needed to support the development of the area and the charging authority must decide what infrastructure is needed.

The IBP supports the spatial and policy objectives of the existing Local Plans by identifying and prioritising infrastructure that enables development in designated growth areas. This includes infrastructure required to unlock housing and employment sites, support mixed-use development, and deliver place-making ambitions across North Yorkshire.

It is noted that as part of the work compiling this report and the business plan framework and priorities, Member engagement sessions were held.

Growth Areas and Expected Development

The plan focuses on areas identified for significant growth within the four CIL charging authorities—Harrogate, Hambleton, Ryedale, and Selby. These areas are expected to accommodate new housing and employment development over the coming years. The IBP ensures that infrastructure delivery keeps pace with this growth, enabling timely and coordinated investment in essential services and facilities.

As development progresses, several infrastructure challenges must be addressed to ensure sustainable growth, such as:

- **Transport Capacity:** Increased demand on local and strategic transport networks requires investment in public transport, and active travel infrastructure, alongside road improvements.
- **Education Provision:** New development can place pressure on existing school capacity, necessitating the expansion or creation of new educational facilities.

- **Green Infrastructure:** The need for accessible green spaces, biodiversity enhancements, and sustainable drainage systems is critical to supporting health, wellbeing, and climate resilience.

The IBP provides a framework for addressing these challenges through targeted investment, helping to ensure that infrastructure delivery is proactive, coordinated, and aligned with the council's long-term strategic vision.

3. CIL Spending Strategy Methodology

3.1 CIL Infrastructure Prioritisation

The methodology for prioritising Community Infrastructure Levy (CIL) spending will be based on a comprehensive assessment of infrastructure needs across the four CIL charging areas, aligned with both existing and emerging Local Plans.

As part of the development of this Infrastructure Business Plan (IBP), the council will identify strategic infrastructure requirements necessary to support both anticipated and recent growth within the areas covered by the current Local Plans. Consideration will also be given to infrastructure needs arising from the emerging Local Plan as that work progresses.

Each of the seven legacy authorities has an existing Infrastructure Delivery Plan (IDP), which outlines the infrastructure required to support planned growth. The IBP will provide an updated view of these IDPs, with a particular focus on the four CIL charging areas (Harrogate, Hambleton, Selby, and Ryedale). In future years this may be extended to the remaining areas.

3.2 Review of Infrastructure Delivery Plans

A full review of the IDPs for the four CIL charging areas will be undertaken. Given the varying ages of the Local Plans, the extent to which identified infrastructure projects have been delivered will differ. More recently adopted plans are likely to have a greater number of outstanding infrastructure requirements, whereas older plans may have delivered a significant proportion of their allocations.

This review will assess the status of each project, determining whether undelivered infrastructure remains relevant and should continue to be pursued.

3.3 Assessment Methodology

Each infrastructure project will be assigned a priority level based on its strategic importance and alignment with planning objectives. The proposed categories are:

Prioritisation Category	Definition
Critical	Infrastructure that must be delivered to enable growth.
Necessary	Infrastructure required to mitigate impacts of development and support site allocations.
Policy High Priority	Infrastructure that supports wider strategic or site-specific objectives linked to the existing (or emerging) Local Plan.
Desirable	Infrastructure that contributes to sustainable growth but is not essential.

Projects identified as Critical or Necessary will be prioritised for delivery. Those classified as Policy High Priority will undergo further assessment to determine alignment with one or more of the four thematic principles underpinning the council's spending strategy. Projects that do not meet these criteria but still offer community or environmental benefits will be considered Desirable. Desirable projects are less likely to be funded through CIL at this stage, but they will be reconsidered as part of future year's review process.

Thematic Spending Priorities

Projects identified as having high policy priority will undergo a secondary assessment to determine alignment with the council's thematic spending principles. These themes reflect the strategic objectives underpinning the CIL spending strategy and help guide investment toward projects that deliver wider community and environmental benefits.

The four thematic groups are:

- **Health and Wellbeing**

Infrastructure that creates environments conducive to healthy lifestyles and supports access to healthcare services.

- **Supporting Communities**

Social infrastructure that strengthens civic life, including community facilities, public spaces, and services that foster inclusion and resilience.

- **Sustainable and Active Travel**

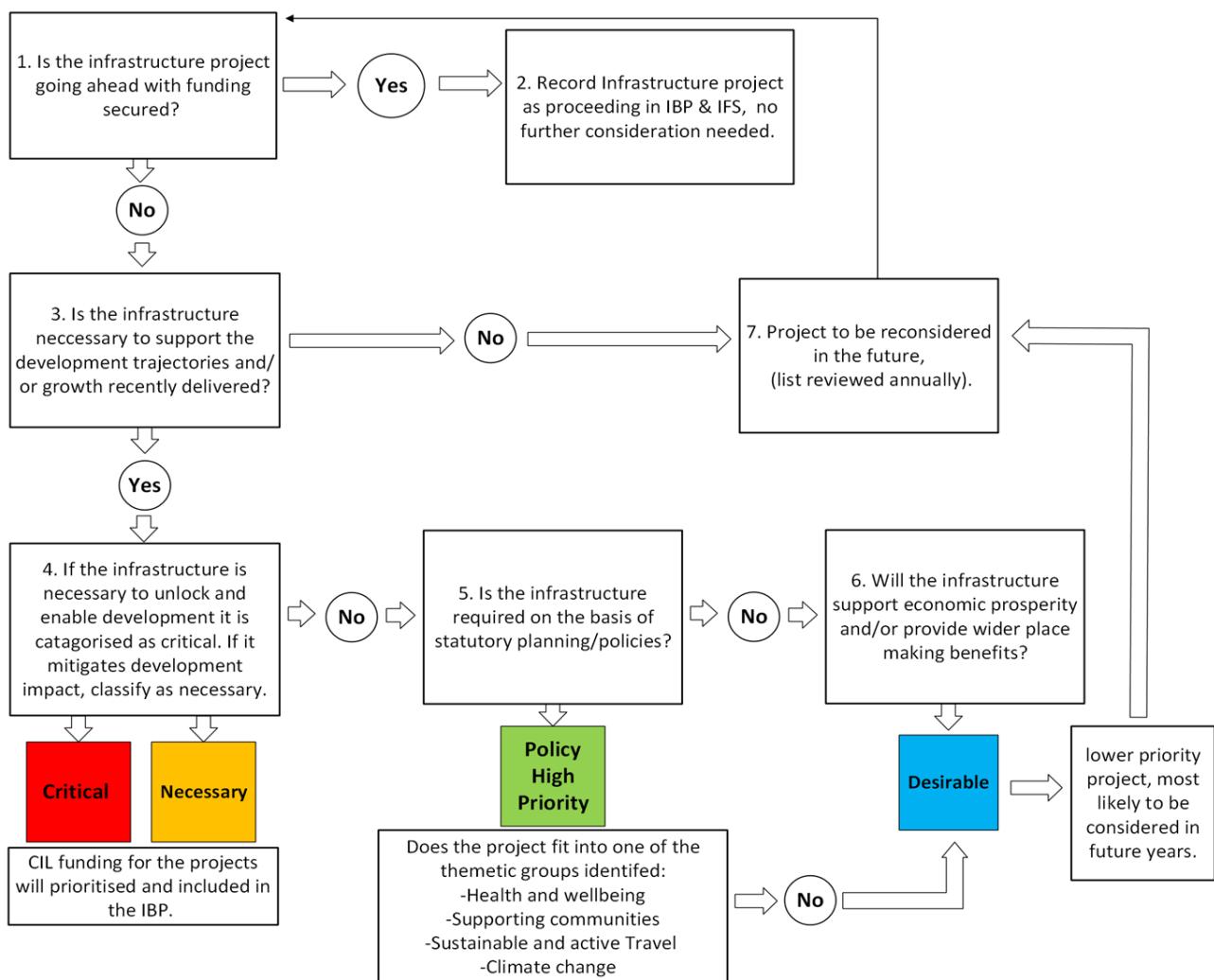
Projects that promote walking, cycling, and other low-impact modes of transport, contributing to reduced car dependency and improved public health.

- **Climate Infrastructure**

Development that enhances climate resilience, supports sustainability, and contributes to mitigation of climate change impacts.

Infrastructure Business Plan

To provide context for the methodology, the flow chart below outlines the series of assessments that will be undertaken annually and presented within the IBP.



Once all infrastructure projects have been assessed and categorised according to prioritisation level, delivery timescales will be considered alongside projected CIL cash flows. These forecasts will be developed using high-level modelling for each of the four CIL charging areas.

This approach ensures that funding decisions are informed not only by strategic importance but also by the timing and availability of resources. Detailed analysis of forecasted income and current strategic CIL balances will be provided later in this report, supporting transparent and realistic planning for infrastructure delivery.

4. Assessing CIL Spending Projects

This chapter applies the established methodology to all projects. Outlined below are the projects put forward through the Cross-Service Officer Working Group which through the assessment process have been identified as Critical, Necessary, and Policy High Priority. These are the categories most likely to be recommended for funding in whole or in part by the strategic CIL for the short term.

Projects classified as Desirable or not to be considered are included in Appendix 1.

4.1 Critical Infrastructure Projects

A small number of infrastructure projects have been identified as Critical and therefore must be delivered to enable planned growth and address immediate infrastructure needs. These projects have been prioritised for future funding consideration and are outlined below. Two of the three projects fall within the Selby area and align with the Selby Infrastructure Delivery Plan (IDP) and the priorities of Children and Young People's Services (CYPS). The combined funding gap identified for the two Selby projects is approximately £1,700,000:

Athelstan Community Primary School (Sherburn in Elmet – Selby)

An expansion scheme is required to meet growing demand. Partial funding is available through Section 106 contributions. Delivery is anticipated within 1–3 years, subject to planning approval and land acquisition.

Sherburn High School (Selby)

Expansion is needed to accommodate future pupil numbers. The project is supported by CYPS and referenced in the IDP. Some Section 106 funding is available, with CIL expected to contribute towards the remaining funding gap. The Council is currently awaiting detailed proposals from the Multi Academy Trust.

While both projects are not yet deliverable, they are expected to require funding within the next 12–24 months. These schemes will be revisited in Section 6 of this report, which sets out the current cash flow and spending recommendation plan.

Easingwold School Expansion Scheme (Hambleton)

The third of the three projects identified as critical is the expansion at Easingwold School. Easingwold Community Primary School is facing increasing pressure on school places due to significant housing growth in the area—approximately 800 new homes have already been built, with a further 120 potentially planned. Historically, the school was unable to expand due to being landlocked and having undersized playing fields. However, recent housing developments have provided additional land, resolving these constraints and

enabling the possibility of expansion. The proposed expansion involves installing Temporary Classroom Units (TCUs) to accommodate the growing pupil population.

Feasibility work is underway regarding potential options and there is intention to begin the delivery of the scheme in 2026. It is anticipated that the scheme will involve installing a double TCU, located on newly acquired land adjacent to the school, aligned with a new footpath and near the new car park. Estimated costs for the double TCU are up to £1million. Section 106 developer contributions provide £367k, but this will partially fund feasibility and survey work, leaving a shortfall of approximately £600k. Basic Need capital funding is expected to contribute, but additional funding is required to fully deliver the preferred option. £300,000 of strategic CIL is being sought to part fund this. There is uncertainty about the amount of Basic need that can be contributed to this, so there is potential that the £300,000 would not be sufficient to make up the full funding gap.

4.2 Necessary Infrastructure Projects

Projects considered Necessary are those required to mitigate the impacts of development or to enable the delivery of allocated sites. A number of these projects also align with the Infrastructure Delivery Plans (IDPs) and reflect priorities identified within those documents, which has contributed to their classification.

During the assessment process, it became evident that several projects identified as Necessary are contingent on future development and growth. In the absence of this growth, these projects are not currently required and therefore do not need funding at this stage.

All projects that have been assessed to be Necessary are outlined below (seven in total).

Sowerby Gateway Sustainable Travel Scheme, Thirsk (Hambleton)

The original proposal for the Sowerby Gateway project focused on creating a new cycleway link between the new development and existing sites, traversing open fields. While Section 106 funding has been allocated for this purpose (£250,000), land ownership complexities have delayed delivery, make this element of the scheme unfeasible in the short term. However, an alternative component of the project is deliverable and currently under active consideration.

The A61 Active Travel Scheme in Thirsk aims to improve pedestrian and cycling access to Thirsk Station by installing a toucan crossing, upgrading approximately 110m of footpath, and realigning the carriageway to meet LTN 1/20 standards. The scheme supports key corridors identified in the Thirsk Local Cycling and Walking Infrastructure Plan (LCWIP) and integrates with existing infrastructure, promoting sustainable transport and accessibility. The development funding required is £8–10k for detailed design (potentially covered by Transport Planning funding). Construction funding required totals £820,000,

including £500,000 base costs and £320,000 for risks, ecology, and optimism bias, based on preliminary estimates, the full construction budget is being sought through CIL. The scheme is recommended for construction in 2027, following coordination with Area 2 resurfacing works. The scheme aligns with NYC's climate goals and accessibility initiatives. It also supports employment land allocations and infrastructure identified in the IDP.

Boroughbridge Primary Expansion Scheme (Harrogate)

Essential education infrastructure with a funding gap of £1.5 million. However, sufficient S106 funding is available, therefore CIL is not required at this stage.

Malton Train Station Improvements (Ryedale)

Strategic transport infrastructure is noted in the IDP and Local Plan. Estimated cost associated with this project significantly exceeds available CIL; this is a long-term project which would be better suited for consideration as part of the emerging local plan and associated infrastructure provision.

Norton Lodge Primary School (Ryedale)

There is an existing commitment of £1 million from the Ryedale strategic CIL pot for this scheme. Provision of school places of this nature align with IDP and Local Plan. Delivery is unlikely before 2027/28. Reallocation of funds may be considered pending updated timelines; this will be explored in section 6 of the report.

Malton and Norton Flood Alleviation Scheme (FAS) (Ryedale)

Essential flood defence maintenance and upgrades. There are two project that have been put forward which align with IDP and Environment Agency priorities. Delivery is not imminent as further work needs to be done to flesh out both projects; funding gap exceeds current CIL availability.

Hambleton CE School Expansion (Selby)

The IDP includes provision for additional classroom capacity. CYPS suggests monitoring for future development before funding is considered.

Carlton Primary School Expansion (Selby)

Similar to Hambleton CE, Carton Primary is identified in the IDP for potential expansion. Monitoring is required to assess future need as there is not a current need for funding.

4.3 Policy High Priority Infrastructure Projects

The projects below are those that support wider strategic objectives and place-making linked to the Local Plan and emerging Local Plan.

Easingwold Paddle Tennis Court – Galtres Centre (Hambleton)

There is planning permission granted. The Galtres Centre is identified in the Local Plan as designated amenity land. The project supports physical activity and community wellbeing. Since the project was put forward work has been done with the Parks and Grounds

department of the Council to identify suitable S106 contributions to fund this scheme, therefore CIL is no longer required.

3G Pitch at Bedale (Hambleton)

There is an existing commitment of £330,000 of Hambleton strategic CIL for this project. Work has been progressed with the Clubs, the County FA and the Football Foundation and this project has been identified as a strategic need in the legacy Playing Pitch Strategy. It is anticipated the emerging North Yorkshire Playing Pitch Strategy will include this site as an area requiring funding. Estimated delivery is predicted for Spring 2027 onwards. When apply the thematic groups to the project it falls in both Health and Wellbeing and Supporting Communities.

Malton Community Sports Centre Expansion (Ryedale)

The scheme is for an expansion to the academy trust sport centre to serve the wider community. The project has £220,000 of S106 allocated and officers believe there to be an additional funding need of £470,000, which has been requested in CIL. There is uncertainty around the potential delivery and project details, officers will continue to work with stakeholders over the coming years to understand the project in more detail until that time there is insufficient information to proceed.

Slingsby Sports Club Expansion (Ryedale)

Slingsby Sports Club is undertaking an expansion project to enhance its existing facilities. The proposed development includes the creation of fully accessible and segregated amenities, alongside improved catering, sports, and coaching provisions. This initiative aligns with the IDP objectives for enhancing recreational spaces within service villages. Most of the project's costs have been secured, with an initial funding gap of £30,000 identified for the installation of an Air Source Heat Pump, required to meet Building Regulations compliance. Project delivery is anticipated in 2026.

It was understood that the project was fully funded, however some of the initial funding was pulled and there is now a funding gap. The club has successfully secured funding through the North Yorkshire Council (NYC) capital funding grant and there is some proposed alternative funding anticipated through a new mayoral capital fund administered by North Yorkshire Sports. The panel for this funding meet in December and if approved there would be a small remaining funding gap of £4,000 which will be explored in Section 6 of the report.

Norton College Astroturf/3G Pitch (Ryedale)

The project involves replacing the surface of the all-weather pitch at Norton College, which is now 20 years old and at the end of its usable life. The upgraded facility will be available for community use outside school hours, supporting wider access to sports and recreation. The overall cost of the project is estimated at £150,000 and following work with the Parks

and Grounds team the remaining funding gap of £30,000 is being explored through S106. As a result, the project no longer requires consideration for strategic CIL funding.

Eden Energy/Malton CIC Anaerobic Digester Plant (Ryedale)

The Eden Energy project has secured planning permission and is now seeking financial support to deliver the demonstrator phase: a fully operational, licensed anaerobic digestion (AD) plant. This facility will collect commercial food waste locally and supply heat and power to Eden Camp Museum. The project is supported by the Local Plan but not referenced in IDP. The demonstrator offers strategic value for local authorities, renewable energy investors, and food manufacturers by enabling circular energy use —transforming waste into off-grid energy at a stable long-term cost. They are awaiting confirmation of £1,500,000 from the YNY Mayoral Fund, with a remaining £1,244,000 match funding gap. The project aligns with NYC climate strategy and is backed by a robust business case, delivery plan, and stakeholder support. Subject to funding confirmation, construction is expected to begin at the end of 2025, with full operations by March 2027. Timing remains sensitive to funding decisions. No work will commence until full funding is secured.

In terms of applying the thematic groups there is primary alignment with climate infrastructure through directly supporting climate mitigation by converting food waste into renewable, circular energy. The project also contributes to climate resilience by offering off-grid energy at stable long-term costs – reducing reliance on fossil fuels. It also supports communities through supplying energy and acting as an educational tool around sustainability. However, the funding gap exceeds the CIL funding available in the Ryedale pot.

Ryedale Cycle Network (Ryedale)

A market town circular route is part of a 50-year programme for long-term strategic cycling infrastructure. Supported in both IDP and Local Plan. Whilst there are some phases which may require CIL funding in the future the next phase requires further detail and funding clarification and therefore would not be considered this year.

Castlegate Improvements (Ryedale)

The Castlegate scheme proposes public realm and connectivity enhancements to link Castle Gardens with Orchard Fields, improving access to green spaces and recreational areas in Malton and Norton. Delivery is anticipated in 2026–2027. The project aligns with IDP objectives for improving access to green spaces and recreational areas in Malton and Norton. A feasibility study is underway, covering several related components including branding, connectivity, and public engagement. Total feasibility development costs are estimated at £212,000. It is anticipated that the project will be reassessed for CIL support once feasibility is complete and the scheme progresses to implementation, ensuring CIL funds are directed toward tangible infrastructure improvements, rather than early-stage design or scoping.

The three schemes identified below all form part of the Vision for Selby a multi-phase regeneration programme aimed at transforming Selby into a vibrant, accessible and sustainable town. It includes major investment in infrastructure, public realm, transport, employment and cultural assets. Whilst the scope of this strategic programme significantly exceeds the CIL available, elements are being considered where funding gaps have been found.

Phase 1 - Station Gateway Scheme (Selby)

There is £30,000,000 from Transforming Cities Fund and Combined Authority grants for this project. The scheme includes public realm improvements, pedestrian/cycle infrastructure and station upgrades. Completion is expected by November 2027, and works have commenced. An element of the original scheme that remains unfunded is for an underpass under Bawtry Road. At present Bawtry Road (A1041) is difficult and dangerous for pedestrians, wheelchair users, pushchairs/prams and cyclists to cross – discouraging active travel and impairing access to/from public transport hubs. There were a number of options explored with the most appropriate being utilising an existing disused tunnel under Bawtry Road. This method is estimated to cost £300,000. The project is supported in the Local Plan and the Council Plan, it aligns with the LCWIP and broader strategic objectives to improve active travel and safety. However, the project has now been approved for funding through the Consolidated Active Travel Fund and no longer requires CIL funding.

Phase 2 - Abbey Quarter (Selby)

This phase focuses on the regeneration of Selby Park with new eco visitor centre, café expansion and performance space. It also includes public realm and workspace improvements to support creative industries. It is estimated to cost £15–20 million with little funding. The project aims to support town centre economy, recreation, and cultural activity. A business case is currently in development, it is anticipated that elements of this phase may be considered in future IBPs, at the current time there is insufficient information to progress funding at this stage.

Phase 4 – Olympia Park (Barlby Road Gateway, Selby)

An element of this phase proposes a comprehensive landscape-led regeneration of the Barlby Road corridor. The MWLA landscape strategy addresses longstanding issues of urban decay, poor accessibility, and underutilised heritage assets by transforming the Barlby Road corridor into a visually appealing gateway to Selby Town Centre. The area has suffered from dereliction and piecemeal demolition which has negatively impacted its roles as a key arrival route into the town. It specifically looks to enhance the stretch from the Greencore roundabout (A19/A63) to the town centre. Proposed improvements include:

- Hard and soft landscaping: tree planting, wildflower seeding, new boundary walls and lighting.

- Accessibility upgrades: improved footpaths, kerbs and ramp access to TPT for enhancements to pedestrian and cycle infrastructure and refurbishment of the Trans Pennine Trail.
- Heritage interpretation: refurbishing historic features and adding public art. An opportunity to celebrate Selby's industrial heritage (Whitworth Flour Mills, jetties and cranes).
- Green infrastructure: enhancing biodiversity and visual quality through native planting
- Public realm improvements: seating areas, signage and potential food/beverage outlets.

The scheme supports wider strategic objectives around town centre regeneration, active travel, and placemaking, and is therefore categorised as Policy High Priority. A £500,000 contribution from CIL is being sought to deliver the works. This funding would complement the already secured £20,000 feasibly budget from the Economic Development & Regeneration Team. Dependent on funding the NYC Regeneration Team (South & West) who are leading the project hope to begin delivery in 2026.

All projects that are considered deliverable and in need of funding will be explored further in section 6 of this report.

5. Infrastructure Delivery Plan Review

As part of a broader effort to ensure that all potential infrastructure needs have been thoroughly considered, the Council has undertaken a review of the existing Infrastructure Delivery Plans (IDPs) for Selby, Ryedale, Harrogate, and Hambleton. This review focused on assessing the status of identified projects — specifically, whether they have been delivered, remain relevant, face funding gaps, and have associated delivery timescales.

For context, IDPs are key supporting documents to Local Plans. They outline the infrastructure projects deemed essential to enable the delivery of allocated development sites and to mitigate the impacts of planned growth. These projects span a range of infrastructure types, including transport, education, health, and open space.

It is important to note that some of the IDPs associated with legacy areas are significantly dated, with one example becoming adopted in 2014. This variation in age reflects differing levels of completeness across the plans. In areas with older IDPs, much of the planned growth is likely to have already occurred, and the corresponding infrastructure is likely to have been delivered.

Through this review, the Council has identified many of the projects listed in the IDPs have either been completed or are no longer viable due to changing circumstances. Those projects that remain undelivered but are still considered necessary to support future development are explored below. These projects will be subject to further assessment to determine their current relevance, funding status, and suitability for inclusion in future infrastructure planning and investment strategies.

5.1 Transport Infrastructure Projects

A range of transport-related schemes have been identified across the four IDPs, including highways improvements, public transport enhancements, cycling and walking infrastructure, and rail upgrades. A number of these projects remain undelivered; however, it is not considered that any are sufficiently progressed at this stage to require strategic CIL funding at present.

In many cases there has not yet been a critical need for delivery. This is primarily due to a combination of factors, including shifts in strategic priorities; evolving local circumstances; alternative infrastructure solutions being implemented and associated development sites not yet coming forward, meaning the infrastructure requirement has not yet materialised.

Transport projects that may become relevant in future years are detailed in Appendix 2. This will be reviewed annually to ensure that any future CIL spending decisions are based on the most up-to-date information available at the time.

5.2 Education Infrastructure Projects

Only a small number of education related schemes have been identified as requiring more immediate progression and consideration within this year's spending assessment. These priorities are outlined below as in need of more urgent progression and for inclusion in this year's spending assessment. As before any other undelivered projects not deemed critical at this time are set out in Appendix 2.

To support planned housing growth and ensure sufficient school capacity, the following education projects have been identified as still relevant and requiring funding. These include new schools, classroom expansions, and improvements to existing facilities.

Olympia Park and Sherburn (Selby) – Multiple projects including Athelstan CP expansion and Sherburn High School capacity increases required. Both of which have been put forward through the Cross-Service Officer Working Group and have been considered elsewhere in this report.

New Primary School (Ryedale) – As above Norton Lodge Primary School is considered elsewhere in this report.

Easingwold Primary Expansion (Hambleton) – the IDP identifies the expansion as a critical priority; delivery expected within 2 years, and it is anticipated that CIL funding required. This too has been put forward through the Working Group and will be considered in section 6 of the report.

5.3 Health Infrastructure Projects

All health-related infrastructure projects identified in the IDPs which are undelivered are not likely to come forward for at least 3 to 4 years. Therefore, funding is not required at the current time, however the council will need to ensure potential CIL funding is considered when any associated projects are further progressed. Again, these projects are set out in Appendix 2.

5.4 Other Infrastructure Projects

There were several other types of infrastructure projects included in the IDPs such as sports and Leisure, community facilities, green infrastructure projects, and flood risk. As above any respective remaining projects will be considered annually.

6. CIL Cash flow and spending plan

For the purposes of this IBP an estimation of CIL receipts between 2026 and 2030 have been calculated. This information will be updated as further information becomes available. Until the CIL is actually paid, it can only ever be a best estimate and therefore it must be noted that the projection figures are merely to provide an approximation of the sorts of funds the council might receive over the coming years.

6.1 Current Strategic CIL available

The below table sets out the current totals of strategic CIL available in the four charging areas within North Yorkshire. These are the figures as of 25/11/2025.

Area	Strategic CIL Total	Committed amount	Available total
Harrogate	£1,135,084.23	£0	£1,135,084.23
Selby	£4,787,134.31	£0	£4,787,134.31
Hambleton	£4,188,954.61	£330,000	£3,858,954.61
Ryedale	£1,863,815.60	£1,000,000	£863,815.60

Legacy Strategic CIL allocations: Ryedale and Hambleton

As outlined in the table above, both the Hambleton and Ryedale strategic CIL pots have outstanding funding commitments. These allocations were acknowledged in a report presented to Members in March 2025, and as part of that approval process, the projects have remained committed.

An allocation of £1,000,000 from the Ryedale strategic CIL pot is currently committed to the delivery of Norton Lodge Primary School. It is anticipated that CIL funds will be required to enable delivery of the new school; however, the project is unlikely to come forward before 2027/28. Given the long lead time consideration should be given to whether this allocation should remain committed or be reviewed in future updates to the IBP.

The March 2025 report identified two legacy projects within the Hambleton strategic CIL pot:

The multi-use games area (MUGA) in Thirsk, with a commitment of £40,000 is no longer proceeding. This project has therefore been removed from the list of existing allocations and is excluded from the figures presented in the above table.

The second commitment for £330,000 is allocated to the delivery of a 3G pitch in Bedale, which has been outlined in section 4. This project is categories as Policy High Priority; however it is not clear when delivery is expected at this time.

An additional CIL commitment from the former Hambleton area includes an outstanding amount of £39,632 still committed to the Northallerton Sports Village project. The initial CIL funding approval was for £560,442 with the majority of this now spent on the creation of the new sports village. The scheme is under construction and funds are being drawn against this each year and will be reported in the IFS.

6.2 Projection for Year 1

The first year's estimate will be calculated using the actual figures from demand notices that have been issued in each area, and therefore offers a tangible picture on the amount the council is likely to receive in the next year. It is noted that this only accounts for applications where a Demand Notice has been raised and does not account for those schemes which are CIL liable but have not yet received a Demand Notice.

The table below sets out these estimated totals for the four CIL charging areas.

Area	Demand Notice Amount (2025/26)
Harrogate	£412,085.17
Selby	£451,639.93
Hambleton	£344,256.23
Ryedale	£129,499.90

6.3 Projection for Years 2 to 5

The projection for the second year through to the fifth year will utilise the latest five-year land supply position for North Yorkshire Council, which include the housing trajectory detailing the specific sites and the number of units expected for delivery each year. Using this data an estimate calculation for what CIL might be due will be calculated.

In essence this is a forecast of already forecasted data, it is therefore high-level and can only give an indication of the CIL income over these years. It is subject to economic and housing market changes and therefore cannot be relied upon for an accurate figure but offers an estimated projection of the levels we might expect over the next 4 years. In future years we will compare these workings against actual income to measure the effectiveness of the calculation and improve the forecasting method.

This forecast is based on the following assumptions:

- An average residential unit has been applied at 100sqm internal floorspace.
- An affordable housing rate of 30% has been applied to all developments, and a 50% reduction on smaller sites has been added to account for self-build plots that are exempt from CIL.

- Calculations are based on the CIL rates set out in the corresponding charging schedule for each area, indexation has also been taken into account.

Area	Year 2	Year 3	Year 4	Year 5
Harrogate	£602,579.43	£237,500	£237,500	£237,500
Selby	£1,278,063.49	£1,565,979.93	£987,200	£214,567.50
Hambleton	£1,272,987.39	£997,446.22	£523,910	£134,904
Ryedale	£252,689	£225,027	£282,190	£282,190

The two projections have been compiled in the below table to present the potential cash flow that might be anticipated over the next 5 years. For the purposes of presenting cash flow existing commitments have been removed from the totals and figures have been rounded for ease. This also does not take into account any CIL spend.

Area	Current	Year 1	Year 2	Year 3	Year 4	Year 5
Harrogate	£1.1m	£1.512m (+£0.412m)	£2.114m (+£0.602m)	£2.351m (+£0.237m)	£2.588m (+£0.237m)	£2.825m (+£0.237m)
Selby	£4.7m	£5.151m (+£0.451m)	£6.429m (+£1.278m)	£7.994m (+£1.565m)	£8.981m (+£0.987m)	£9.195m (+£0.214m)
Hambleton	£3.8m	£4.144m (+£0.344m)	£5.416m (+£1.272m)	£6.413m (+£0.997m)	£6.936m (+£0.523m)	£7.07m (+£0.134m)
Ryedale	£0.8m	£0.929m (+£0.129m)	£1.181m (+£0.252m)	£1.406m (+£0.225m)	£1.688m (+£0.282m)	£1.97m (+£0.282m)

6.4 Emerging projects

The table below outlines projects that could be considered for funding in the current financial year. These includes schemes identified through the Infrastructure Delivery Plan (IDP) reviews and additional proposals brought forward by the Cross-Service Officer Working Group. Each project has been assessed against priority categories, delivery readiness and anticipated benefits.

Project	Assessment Category	CIL Funding Ask	Delivery	Key Benefits
Athelstan Primary (Selby)	Critical	£1,700,000 for both this project and Sherburn below.	Not yet deliverable - Planning permission still required.	Meets local infrastructure demands, improves access to education and supports community cohesion.
Sherburn High School (Selby)	Critical	£1,700,000 with the above.	Not yet deliverable - Planning permission still required.	Meets local infrastructure demands, improves access to education and supports community cohesion.
Easingwold Primary	Critical/Necessary	£300,000	Within 2 years, it is anticipated	Addresses capacity pressures in growth areas and contributes to community stability and long-term

Project	Assessment Category	CIL Funding Ask	Delivery	Key Benefits
School (Hambleton)			that work will begin in 2026.	planning for school places. Improves access to education and supports community cohesion.
Norton Primary School (Ryedale)	Necessary (existing committed)	£1,000,000	No sooner than 2027	Meets local infrastructure demands, improved access to education, promotes sustainable travel, reduces transportation costs and supports community cohesion.
A61 Active Travel Scheme (Hambleton)	Necessary	£820,000	Construction in 2027	Enhances sustainable transport options and reduces car dependency. Integration into the National Cycle Network, Connectivity to existing infrastructure, direct link to Thirsk railway station and alignment with the Local Cycling and Walking Infrastructure Plan (LCWIP). Contributes to climate objectives.
Northallerton Sports Village	Committed	£39,000	Ongoing – under construction	Provides high-quality sports facilities to meet demand of growing community, promotes health and wellbeing and improves community cohesion.
3G Pitch Bedale (Hambleton)	Policy High Priority (already committed)	£330,000	Awaiting the completion of the play pitch strategy before this project will proceed.	Delivers high quality sports infrastructure in a rural area.
Malton AD (Ryedale)	Policy High Priority	£1,200,000 total funding gap	Estimated for 2026/27 dependant on funding	Supports circular economy and renewable energy generation, reduces food waste and carbon emissions, strategic alignment with climate infrastructure and local sustainability goals. It offers long-term energy resilience and innovation in waste-to-energy.
Slingsby Sport Centre	Policy High Priority	£4,000	Dependant on funding.	Community led project aiming to improve access to indoor sports facilities in a rural area.
Malton Sport Centre (Ryedale)	Policy High Priority	£470,000	2026/27	Expands access to indoor sports and leisure facilities, promotes physical activity and community wellbeing.

Project	Assessment Category	CIL Funding Ask	Delivery	Key Benefits
Castlegate (Ryedale)	Policy High Priority	£212,000 for initial feasibility studies	Feasibility studies would then take place in 2026	Unlocks potential for town centre regeneration and supports heritage-led development and placemaking. Once feasibility work has been carried out and the project and costing is better understood further consideration will be given to potential funding.
MWLA Landscape strategy for Balby Road (Selby)	Policy High Priority	£500,000	It is estimated that development will start in April 2026.	Town centre regeneration and gateway improvements, active travel infrastructure, heritage and place-making, green infrastructure and biodiversity. The project supports wider strategic and connectivity objectives.

Several projects are not yet in a position to progress due to planning or strategic dependencies. For example, Athelstan Primary and Sherburn High School require planning permission before delivery can commence. These will be monitored and revisited during the annual review process.

Following the same principle, Norton Lodge Primary, Castlegate, Malton Sports Centre and the A61 Active Travel Scheme will remain under review, with funding decisions informed by updated delivery timescales and project detail. These schemes are expected to feature among future funding recommended, either in the next financial year or the years ahead, depending on progress towards readiness. Once further detail is available and the schemes are more advanced, a comprehensive assessment can be undertaken to inform future funding decisions.

Norton Lodge Primary currently has an existing commitment of £1,000,000. It is proposed that this commitment be delayed and uncommitted for the time being. At present, there is no clear delivery timescale for the project. Releasing this commitment avoids tying up funds to projects not ready to proceed. When further progressed, the project will then be properly considered for CIL funding.

Similarly, it was initially considered that the same approach would be applied to the Bedale 3G pitch commitment of £330,000. However, it is now understood that the Football Federation who have been approached to provide further funding, requires the CIL commitment to remain in place for their funding to be considered. Therefore, the existing CIL commitment will be maintained.

7. Conclusions

This Infrastructure Business Plan (IBP) sets out the current understanding of infrastructure requirements necessary to support the anticipated levels of growth over the IBP period. Projects have been clearly summarised by spatial area and infrastructure type, underpinned by a structured approach to project classification and prioritisation.

This work has been instrumental in establishing a focused and agreed framework for infrastructure investment over the five-year rolling period. It provides essential information to infrastructure providers to support their own spending plans. Additionally, it offers transparency and assurance to the public regarding the infrastructure that is expected to be delivered during this timeframe.

Despite the establishment of a clear framework for infrastructure prioritisation and an initial attempt to model delivery by priority level and timeframe, a significant funding gap remains. While the deficit is not unexpected, future iterations of the Infrastructure Business Plan (IBP) will need to undertake a more detailed scrutiny of project costings and their alignment with the legal tests for CIL funding. This will be supported by a more refined development trajectory as further detail on project delivery becomes available.

This IBP therefore provides a foundation for ongoing refinement and strategic planning. It sets out the next steps for managing CIL receipts over the five-year rolling programme and contributes to the evidence base for the emerging Local Plan for North Yorkshire.

A summary of the projects recommended for funding this year are outlined below:

Project	Area	CIL Funding
Northallerton Sports Village	Hambleton (existing commitment)	£39,632
Easingwold Expansion	Hambleton	£300,000
Slingsby Sports Club	Ryedale	Up to £4,000
Barby Road Gateway	Selby	£500,000
Bedale 3G Pitch	Hambleton (existing commitment)	£330,000

Appendix 1

The four tables below set out all projects that have come forward through the Cross-Service Officer Working Group. This includes those projects identified as Desirable and some which are not to be considered that are not present in the report. Any projects set out below which are still in need of funding will be assessed again in future years.

8.1 All proposed projects in the Hambleton area

Project (Area)	Project Details	Assessment
Power grid improvement (Hambleton)	Grid capacity constraints in Dalton and Northallerton are constraining sites from coming forward due to viability issues related to grid capacity improvement costs. Phase 1 was £11m, the 2 nd phase will be more. This project is seen as essential for decarbonisation.	Desirable – whilst this project is seen as strategic infrastructure to enable future development in Dalton and Northallerton utility infrastructure projects are not considered suitable for CIL spending. The delivery and infrastructure officers will work with developers for the related employment sites to look at unlocking alternative funding. It is also noted that this seems to be a much longer-term project, and delivery will probably exceed the 3-5-year programme we are currently looking at (interim before the adoption of the new local plan). It also far exceeds any possible CIL budget that would be available. Something to be considered for future development in this area through the new local plan and with other funding avenues also being explored.
Easingwold School Expansion scheme (Hambleton)	The funding gap is approximately £1million. Delivery is funding dependant but aiming for 2025 delivery. Update needed.	Critical The IDP identifies need for additional primary and secondary infrastructure, and notes Easingwold school. Due to large scale housing development around the site the need for expansion has become urgent at the school.

Easingwold Paddle Tennis Court - Galtres Centre (Hambleton)	The Galtres Centre has been given planning permission to construct a paddle tennis court adjacent to their MUGA - this has been developed in response to community need and is viewed as a facility that will increase participation in physical activity for all ages.	Policy High Priority - This site is identified in the local plan under the list of local green space designations as amenity land to the rear of The Galtres Centre (Ref: ALT/E/041/050/G), whilst not essential infrastructure the projects would be policy supported. CIL funding no longer required.
Thirsk Market Place (Hambleton)	Refurbishment of stone footways in the Market Place to replace failing material. £1million is sought from CIL.	Desirable The IDP does not include a project of this specific nature, nor is it mentioned in the Local Plan. Whilst this project could be seen as beneficial to the town centre it cannot be deemed critical or essential at this time.
Sowerby Gateway Sustainable Travel Scheme Thirsk (Hambleton)	There is £250k in S106 that needs to be spent in the next 5 years on a footway/cycleway link from new development across Thirsk.	Necessary Sowerby Gateway is within the local plan as an employment land allocation. Highway, pedestrian, and cycleway improvements for site TIS 1 are included in the IDP as infrastructure projects that should be delivered.
Northallerton station Gateway scheme (Hambleton)	The project focuses on gateway/public realm into the town centre from the station. No detail as of yet on costing and delivery timescale.	Further detail needed before it can be considered. The IDP does not include a project of this specific nature, nor is it mentioned in the Local Plan. Whilst the project could be seen as beneficial to the town centre, and station links it cannot be deemed critical or essential at this time. It would be worth exploring if any Transforming City Funding is available.
3G pitch at Bedale (Existing Commitment)	£330,000 of strategic CIL has been committed to a 3G pitch at Bedale. The improvements	Policy High priority/Desirable Hambleton's IDP includes many open and recreation space improvement projects. This

	<p>project was identified in the legacy Hambleton Playing Pitch strategy as a strategic need. Work has been progressed with the Clubs, the County FA and the Football Foundation, however colleagues in Sport and Active Wellbeing are awaiting the results of the new North Yorkshire Playing Pitch Strategy to assist with some outstanding matters surrounding the improvement project, including the most appropriate site and the production of the analysis. The team feel unlocking this funding should be possible by around Spring 2027.</p>	<p>project specifically is not included, Bedale projects mentioned include: Bedale Leisure Centre refurbishment and upgrade of gym and Refurbish school sports hall. The emerging playing pitch strategy is anticipated to include this site as an area requiring funding.</p>
Provision of a MUGA at Thirsk	<p>An existing allocation of £40,000 to contribute to a multi-use games area (MUGA) in Thirsk is in place. Colleagues from Sport and Active Wellbeing are working with the community groups to establish a route forward for spending. It is considered that Thirsk does not have many accessible facilities and therefore the project should be taken forward if possible.</p>	<p>Not to be considered The school have confirmed they no longer wish to proceed with this project. Therefore, the existing commitment can be lifted.</p>

8.2 All proposed projects in the Harrogate area

Project (Area)	Project Details	Assessment
Boroughbridge Primary expansion scheme (Harrogate)	<p>Development has taken place which has impacted the primary school and as a result S106 commuted sums have been generated to mitigate against this impact. There looks to be sufficient S106 funds to support</p>	<p>Necessary CYPS have included 6 projects like this – all with funding through S106. This is essential infrastructure but as there is alternative funding available through S106, CIL spending on</p>

	<p>the delivery of this project. It is estimated to cost £1.5 million.</p>	<p>these projects does not need to be considered at the current time.</p>
Park and Ride (Harrogate)	<p>A study is currently being carried out to develop a park and ride near Panel. A Second stage study of the Harrogate Transport Improvements Programme (HTIP) was recently received. The study looked at a number of options for multi modal infrastructure investment in the A61 corridor between southern bypass to the town centre loop. It has also assessed a number of potential locations. The HTIP stage 2 report has been received by officers and the report, and its recommendations are currently being considered, and briefings have taken place before taking the report to Env Exec for approval. It is expected that officers will recommend that the HTIP proposals are included in the MCA schemes pipeline and, that if shortlisted for further development, will then be subject to further public engagement. The sites are not at a position that they could be delivered without further work on designs and there would need to be political backing to push ahead given that a wholescale review of parking and parking charges in Harrogate would also be needed to give a P&R the best chance to be successful.</p>	<p>Not to be considered at this stage, further detail required.</p> <p>Policy TI1 Sustainable Transport includes the promotion of park and ride facilities to reduce traffic congestion in Harrogate. However, no such project is included in the in IDP. Currently the project is not progressed to a point where funding is being explored.</p>

Bus Corridors (Selby/ Harrogate)	Selby and Harrogate both require bus corridor improvements. Awaiting guidance from the combined authority with what to prioritise. MCA led project, no detail at this stage.	Not to be considered at this stage, further detail required.
Lift works at Moss Healthcare, Rings Road	£60,250 is sought to replace the currently non-functioning lift at this Harrogate GP surgery. At present the surgery is unable to use some of the floorspace in the building due to the issues, and the replacement would indirectly help utilise the space within the building.	Not to be considered for strategic CIL funding. The project does not meet the definition of infrastructure that supports growth, nor does it align with the council's strategic priorities. The project therefore falls outside of the scope of what strategic CIL is intended to fund.

8.3 All proposed projects in the Ryedale area

Project (Area)	Project Details	Assessment
Malton Community Sports Centre (Ryedale)	For an expansion to the academy trust sport centre to serve the wider community. £220k in S106 already allocated to the project, a further £470k from CIL is sought. Looking to deliver in 2026.	Policy High Priority The IDP makes specific reference to a Dry Sports Centre at Malton School, which was completed. There is no further reference for infrastructure provision nor is the project noted in the Local Plan. However, there is support for recreational space in both documents. It is important to note that at the current time there is not sufficient CIL funds available to bridge the funding gap – therefore further funding would be needed regardless of CIL available to fund the project.
Malton Train Station (Ryedale)	Station improvements the project is estimated to cost £10m+ with delivery in 2027. It is unclear what	Necessary Improvements to the rail interchange is noted in the Ryedale IDP, the station is also

	CIL funding would be needed at present.	noted in the Local Plan as a key facility of the town. Whilst this is an important project the current costings for this far exceed any CIL available, funding from other area would need to be obtained. There is no estimated delivery of an improvement project here which suggests it would not be delivered in the near future. Further detail required
Norton Lodge Primary (Ryedale)	The Norton Lodge scheme (if permissioned) would provide land for a new primary school in Norton. The cost to build the school would be approx. £7m. At present £1m of the Ryedale CIL pot is currently committed to this scheme but there is no clear indication of when this would be delivered.	Necessary The provision of school places is essential infrastructure and aligns with the IDP and LP. It is anticipated that CIL funds will be needed for the new school to be delivered, however delivery of the project is unlikely before 2027/28 at the earliest. so, whilst this is essential infrastructure it may not need to be considered for CIL until a later stage. It therefore may be beneficial to release the committed amount at this time to fund other critical/essential projects requiring funding immediately and look at funding through future CIL income closer to the time of project delivery. Further detail required
Slingsby Sports Club (Ryedale)	A club expansion has a funding gap of £30k, the project is due to be delivered this year (2025). The funding is required as construction	Policy High Priority The project broadly aligns with the parameters of the IDP in meeting deficiencies of open and recreational space in

	costs have increased, funds for the installation of a boiler.	service villages. The IDP does not detail the nature of priority deficiencies, but the document largely supports CIL Spending on open and recreational space in services villages such as Slingsby.
Ryedale Special Families new premises (Ryedale)	To create a hub 'Centre of Excellence' for disabled young people and their families. This will provide a base for social care contracts and house a new education base for specialist alternative provision for disabled young people.	Desirable The IDP makes no reference to using CIL funds for the provision of community facilitates. In addition, whilst the Local Plan supports the provision of new and enhanced community facilities no associated deficiencies have been identified.
Norton College Astroturf (Ryedale)	Funding needed for updated AstroTurf/3G pitch at the college. The current grounds are no longer fit for purpose. The college have had informal conversations with local clubs who are also struggling for sufficient space. If delivered it would be for community use. £150k needed, the Sports and Active Wellbeing Team believe the site may form part of the playing pitch strategy which won't be formalised until later this year.	Policy High Priority The project broadly aligns with the parameters of the IDP in meeting deficiencies of recreational space in Malton and Norton. Further detail required
Malton and Norton FAS (river defences review) (Ryedale)	Funding option 1: This project will improve the condition of flood risk assets (banks, walls and temporary pumping arrangements) that require capital maintenance so that the overall standard of service provided by the Flood Alleviation Scheme is sustained for the next 20 years. This work was last done in 2003 and needs to be	Necessary The IDP makes specific mention to the on-going maintenance and enhancement of flood defences therefore either project would be seen as essential in this regard. Recent work has shown there are at least 4 assets that are below the required standard

	<p>overhauled. Funding gap of £750k for this work. The project still needs to develop the design work, unlikely to be delivered for at least a couple of years.</p> <p>Option 2: funds towards installing separate pumping stations outside of the sewer network. These would be cheaper, with smaller pumping chambers but would take the edge off ground water/surface water flooding. These would be around £100k per pumping station. The complication with this is that the EA wouldn't take ownership of these, we would either need to take them on as the council or liaise with Yorkshire water to see if they would take responsibly for the new stations.</p> <p>Further details and work need to be done before any funding consideration.</p>	<p>now and several others could fail in the next 10 years. Colleagues from the environment agency have stated: Sustaining the FAS is key to managing the risk from the River Derwent which was most notable in 2000 when 169 residential properties and businesses were flooded. The risk to these properties as well as to emergency access, utilities and any users of services in the flood risk areas will increase if funding for this scheme is not secured. This includes the increase in risk resulting from any additional residents that might arise from proposed development, including the large, allocated site in Norton. However, delivery does not seem imminent, there is also insufficient funds in the Ryedale pot at present to consider funding the full funding gap. The second option is not sufficiently defined and requires further work to identify ownership of the pumping stations before it can be taken forward.</p> <p>Further detail required</p>
Derwent villages surface water scheme (Ryedale)	A surface water scheme at Kirkbymoorside – Further info needed.	Not to be considered at this stage, further detail required.
Malton CIC Anaerobic Digester Plant (Ryedale)	This would be a locally owned and run AD plant. Planning permission has been granted. A business Plan is in the process of being compiled.	<p>Policy High Priority</p> <p>The IDP makes no reference to any related project type, however the Local Plan</p>

	<p>There is some funding in place, but we are not yet aware of the funding gap at this stage nor are we aware of estimate delivery.</p>	<p>recognises and supports the contribution of community-led and farm scale renewable and low carbon solutions such as anaerobic digestion.</p> <p>Further detail required</p>
Ryedale Cycle Network	<p>A market town circular route is a project that forms part of a 50-year programme (up to 2074), the initial piece of work by Align have been completed and has concluded there are a number of viable options to deliver a complete route. The study breaks the route down into smaller deliverable sections. One section has already been delivered (Damson Lane). The next section a stretch of cycleway from Broughton Bank/Spittle hill Wood has some hurdles to overcome before it can proceed. Unsure on funding gap for the next phase at this stage.</p>	<p>Policy high priority Improved cycle infrastructure is noted in the IDP for all the market towns and is also supported in the Local Plan.</p> <p>Further detail required</p>
Castlegate improvements (Ryedale)	<p>Improve access and public realm from Castle Gardens to Orchard Fields. Project delivery is estimated to be 2026/2027 with no indication of funding gap/CIL request at this stage. A feasibility study is currently being compiled. In terms of the next steps, the report identifies the following feasibility development work:</p> <ul style="list-style-type: none"> Malton and Norton Coordinated Branding and Identity £10,000.00 Improving the access to Green Spaces £77,000.00 Castlegate safe connectivity scheme £41,000.00 Green Space Public Consultation and Engagement £55,000.00 	<p>Policy High Priority The project broadly aligns with the parameters of the IDP in meeting deficiencies of open and recreational space and supports public realm improvements. The IDP does not detail the nature of priority deficiencies, but the document largely supports CIL Spending on open and recreational space in Malton and Norton.</p> <p>Further detail required</p>

	<p>The Orchard Fields Park Hub Feasibility Study £29,000.00 Total £212,000</p>	
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8.4 All proposed projects in the Selby area

Project (Area)	Project Details	Assessment
Station Gateway Scheme (Selby)	<p>As part of the vision for Selby, capital grants priorities this is Phase 1 of 5, the Council's regeneration team are in the process of rolling out this project after securing £28m in Transforming City Funds. The project is designed to enhance the public realm between the railway station and town centre. The Combined authority has recently agreed to funding the outstanding funding gap of £1.8 million, as well as an additional £2.5m for improvements to the station buildings as part of the local transport grant.</p>	<p>Policy High Priority The project is not captured in the IDP for Selby; however the Local Plan contains a specific policy for the station quarter enhancement. The Selby gateway project is specifically mentioned and supported in the Council Plan. Project now fully funded; CIL no longer required.</p>
Abbey Quarter (Selby)	<p>As part of the vision for Selby, capital grants priorities this is the 2nd Phase Linked to the above project, this would extend the transformation beyond the railway station and TCF scheme through Selby Park to areas around the Abbey. It is seen as a critical place-making scheme to encourage improvements in the town centre economy, footfall, providing training and employment as well as outdoor recreation/cultural activity. The next steps are to complete CA</p>	<p>Policy High priority Improvements to open space and leisure are supported within the local plan. The Selby gateway project is specifically mentioned and supported in the Council Plan. Further detail required</p>

	funded business case, but the project is anticipated to cost in the region of £15-20million (currently no funding secured). Further details to follow.	
Selby Town Centre Scheme (Selby)	Limited details have been provided at this stage; the regeneration team are looking for a delivery no sooner than 2027 but no costings have been carried out at this stage.	Not to be considered at this stage, further detail required.
Athelstan Community Primary School Sherburn in Elmet (Selby)	Expansion scheme at the school is required. The total project cost is £7m (initial high-level estimate) with a funding gap of £1,699,500. The scheme would ideally be delivered in the next 1-3 years. £142,425 in S106 available. The project is currently in negotiation with a landowner to acquire additional land for expansion. The project would then be ready to go ahead subject to planning permission and funding approval.	Critical The IDP specifically reference Athelstan primary requiring an extension and CYPS have identified the critical nature of this expansion. The aspiration is to ensure CIL is funding imminently deliverable projects; therefore, it would be preferable if the projects was fully fleshed out (planning granted) prior to any CIL consideration.
Hambleton CE School (Selby)	Expansion scheme at the school, amount sought/delivery unknown at this stage. Further detail needed.	Necessary (with Future development) The IDP includes provision for additional capacity of 1 to 2 class rooms at this school, however in review of the IDP's CYPS Officers have suggested this as a potential requirement to be considered in the medium term should future development come forward in this area, at that point it may become critical and funding will be required. For the moment the matter will be monitored. Further detail required

Sherburn High School (Selby)	<p>Expansion scheme at the school, amount sought/delivery unknown at this stage.</p> <p>£101,856.30 available in S106. Currently awaiting detailed proposals from STAR Multi Academy Trust. The project would then be ready to go ahead subject to planning consent (if required) and funding approval.</p>	<p>Critical</p> <p>Improvements to the facilities at this school is noted in the IDP. CYPS officers have raised a definite requirement for CIL funding for an expansion of capacity at the school within the next few years, but this is dependent on the scheme being put forward by Multi Academy trust.</p> <p>The aspiration is to ensure CIL is funding imminently deliverable projects; therefore, it would be preferable if the projects was fully fleshed out (planning granted) prior to any CIL consideration.</p>
Carlton Primary School (Selby)	<p>Expansion scheme at the school, amount sought/delivery unknown at this stage.</p> <p>Further detail needed.</p>	<p>Necessary (with Future development)</p> <p>The IDP includes provision for additional capacity of 1 to 2 classrooms at this school, however in review of the IDP's CYPS Officers have suggested this as a potential requirement to be considered in the medium term should future development come forward in this area, at that point it may become critical, and funding will be required. For the moment the matter will be monitored.</p> <p>Further detail required</p>
Jigsaw Child Care	<p>A replacement modular building on the existing site in Church Fenton. The new building will introduce a second story to meet the demand through increasing capacity and enhanced facilities</p>	<p>Desirable</p> <p>Early years care provision is not identified in the Selby Infrastructure Delivery Plan or the existing Local Plan as requiring infrastructure provision. In addition, colleagues in</p>

	<p>to support the existing day care nursery.</p>	<p>Children and Young People Services were informed of this project and the current funding gap; it was considered that CIL funding available should be prioritised for the expansion of places in maintained schools and academies. It is understood that money to cover the funding gap is being sought through a Department of Education Expansion Capital Grant at this time, with a decision yet to be made.</p>
<p>A63/A162 Roundabout capacity (Selby)</p>	<p>S106 money is currently funding works here to address capacity issues which have occurred due to growth. Once completed the roundabout will still be at capacity. There is a proposal to construct a layby and extra lane to alleviate this. CIL funds could be used for design work; highways colleagues would then be able to charge commuted sums accurately on future planning applications which would further impact the roundabout capacity. Design work would cost around £100k and would take place in 2026.</p> <p>This scheme is seen by Highway Officers to be a priority as it would enable officers to more accurately assess costing with developments coming forward that are further impacting the capacity issues. The design work for this would solve a lot of strategic problems associated with growth in the area.</p>	<p>Desirable</p> <p>This project is not identified in the IDP or local plan specifically. It is also noted that it is the aspiration of the strategic approach that CIL shouldn't be used to fund feasibility costs or design work. A feasibility study may not always identify a desirable and affordable solution and thus deliver infrastructure. These costs should therefore only form part of a project cost where the project is 'oven ready' and deliverable.</p>

Flaxley Road Traffic lights (Selby)	£50k of S106 is available for a traffic light scheme here, however this is not sufficient to deliver the project. £15k is sought to allow this project to go ahead.	Not to be considered at this stage. There are a number of complexities associated with the scheme, it is not clear yet if the project will go ahead.
Kellingley Colliery access (Selby)	Funding required to upgrade the paths to tarmac for functionality all year around. Costing £280k for towpath, £488k for cycleway and £135k for lighting provision (all approx.)	Desirable Whilst the project would improve active travel links and provide better safety in the winter months this project is not identified in the IDP and whilst cycle/pedestrian access is noted as important within the Local Plan maintenance schemes like this will not be seen as a priority at this moment in time.
Cycle path lighting – Hodgeson Lane Sherburn in Elmet (Selby)	Lighting provision is required along Hodgson Lane path/Cycleway (530m), the cost of which is approx. £50k. This project is needed as a result of 2 recent developments.	Desirable This project is not identified in the IDP and is something that realistically should have been considered at the time of adding the cycleway. This is not considered strategic in nature. Parish/local CIL could be considered, we would recommend contacting the Parish to see if they have local CIL available for this project.
Railway station cycle parking Sherburn in Elmet (Selby)	Secure sheltered unit installation for 12-20 cycles, £10k required.	Desirable / not to be considered The parish apportionment of CIL might be a more beneficial funding option for a project of this nature. The CIL pots under consideration here are designed to be used for larger scale strategic projects.

Carlton Village Traffic calming measures (Selby)	A1041 village entry enhancement to reduce speeds to 30mph at village entry from north, £15k sought.	Desirable / not to be considered The parish apportionment of CIL might be a more beneficial funding option for a project of this nature. The CIL pots under consideration here are designed to be used for larger scale strategic projects.
Hensall Lane footway (Selby)	New footway from village to football facility 400m, new footway from village to cricket facility 430m, new footway from A19 1540m. Total project cost if £462k, £172k required. Delivery estimate is late 2026. New football pitches are being created under power station approved application, but there is no footway to them from the village. Potentially create footway along highway verge, The village has a fair amount of traffic and poor footways where they exist. The creation of the accesses off the vehicular accesses off the highway are by the developer under 278 but no connectivity to them. The local people have apparently asked the developer for a footway to the new facilities.	Desirable No specific mention of projects like this in the IDP. Whilst this would be seen as beneficial to the community, it isn't strategic or seen as essential at this time.
Field Lane Thorp Willoughby footbridge (Selby)	Pedestrian and cyclist footbridge over A63. Full amount sought - £400k. Cut-off roads by A63 with only dangerous crossing point on unlit NSL road. Signs warn of horses and pedestrians crossing. Footbridge would assist peds and could be cyclist route from Hambleton towards Selby /	Field Lane footway schemes are included but there is no mention of a footbridge requirement in the IDP; however, this could be useful in unlocking more active travel routes. Further exploration should be done to understand the situation here (network of existing active travel routes that would link to this) and to see if

	Brayton. Linked to adjacent near completed housing site.	S106 is available to contribute to this project. Further detail required
Bus turning field Lane	Bus turning circle resurface, funding sought is £18k and estimated deliver is 2028.	Desirable Maintenance projects like this whilst it is important to upgrade facilities this is not deemed to be essential infrastructure.
Truck stop (Selby)	Provision of a truck stop with facilities. The full project cost (approx. £1.5m is sought) with estimate delivery of 2028.	Desirable The IDP and Local Plan do not include a project of this nature, whilst the project might be a useful addition to the town it is not a needed to mitigated against the impact of growth.
A645 Weeland Road Eggborough footway (Selby)	Footway/cycleway extension. The full project costing is sought (approx. £114k), delivery is estimated in 2027. The A645 roundabout has been improved but the cycle route/ footway only extends one arm and does not have a destination. During the recent works here, it was observed that cyclists and pedestrians do use the crossing, wither joining the road on A645 west, or walking on the verge there. The footway could be extended 380m to the entrance to the large glassworks factory, providing a safer facility for all on this busy stretch of road with a high percentage of HGV traffic. The last google maps image shows 140 cars parked at the glassworks factory site. There is no positive drainage at that stretch of road which does restrict	Specific projects noted in the IDP 'A645 Kellington Weeland Road New Footway schemes'. Further detail required

	the kerbing and therefore the path width to avoid disturbing the natural drainage into the verge here.	
Busk Lane footway (Selby)	<p>Proposed footway at Church Fenton. The costing and amount sought for the project is around £75k and highways officers would like to see the project delivered this year (2025).</p> <p>There is £100k in S106 available but this is going to an adjacent piece of work. Area Office see this project as essential as it would Link 2 adjacent communities without the need to cross a 40-mph road twice. The distance is 150m to link on all four accesses to the estates.</p> <p>Resurfacing of the footway (roughly 350m)</p>	<p>The IDP makes reference to 'B1223 Church Fenton Lane Ulleskelf - footway schemes'. Further work needs to be done to identify if this project is identified in the IDP or if it is in a similar area.</p> <p>Footway resurfacing would be considered maintenance and whilst cycle/pedestrian access is noted as important within the Local Plan, maintenance schemes like this will not be seen as a priority at this moment in time.</p>

Appendix 2

Projects identified below are those which are found in the IDPs, are still undelivered but are not in urgent need of delivery. These are projects not to be considered in this year's spending considerations but will be reviewed again in future years.

Transport infrastructure projects

Harrogate

The following improvements will be undertaken as part of the West Harrogate project. Funding will be available to delivery these projects via S106 agreements, currently being signed.

Woodlands Junction Improvements – South Harrogate; critical priority; long-term delivery (2024–2034).

Leeds Road M&S Junction Upgrade – South Harrogate; critical priority; medium-term (2019–2024).

Station Road/A61 Junction Upgrade – Pannal; critical priority; medium-term.

Otley Road/Crag Lane Junction Upgrade – West Harrogate; critical priority; short-term.

Similarly, the below project will be delivered in association with the Maltkiln DPD through S106 agreed.

Routes within New Settlement (Maltkiln) – Hammerton/Cattal; critical priority; long-term.

The following are other highways projects, the majority will be funded through S106 agreements.

Kestrel Roundabout – South Harrogate; critical priority; medium-term.

Cycle and Walking Links – Multiple locations including Ripon, Starbeck, Pannal, Knaresborough, and Boroughbridge; various priorities; medium to long-term.

Selby

New Road Bridge over Selby Dam via Meadoway – Selby Urban Area.

New Distributor Road and Junction Upgrades – Selby Urban Area (Cross Hills Lane, Flaxley Road).

Whitley Bridge Rail Station Gateway Improvements – Eggborough; includes parking, shelters, cycle storage, and passenger information systems; delivery expected 2030–2035.

Sherburn-in-Elmet Highway Improvements – Multiple schemes including footways, traffic calming, and access roads.

Cycle Infrastructure Projects – Including Bubwith to Selby Rail Trail, Sutton Village to Tadcaster, and various schemes in Tadcaster and Eggborough.

A19 Riccal Roundabout Improvements – Riccal; not delivered but still useful.

South Milford Rail Station Parking Expansion – Delivery likely via Transforming Cities Fund.

Hambleton

Highway, Pedestrian, and Cycleway Improvements – For strategic sites in Northallerton (NOR1), Thirsk (TIS1), Stokesley (STK1), and Easingwold (EAS1).

Development of Parkway Stations and Rail Facility Upgrades – District-wide; relevant for late 2020s to early 2030s.

Upgrade of East Coast Main Line and Transpennine Networks – District-wide; relevant 2025–2035.

New Rail Link: Ripon to Northallerton – Long-term aspiration; relevant for 2040s.

Ryedale

Malton Circular Cycle Network – Design funding needed; Pickering section estimated at £100k.

Improved Cycle/Pedestrian Facilities – Across Pickering, Kirkbymoorside, Helmsley, and Service Villages.

A64 Corridor Improvements – Including junction upgrades and safer walking/cycling routes; led by National Highways.

Rail Service Enhancements – Developer contributions to support increased frequency between York and Scarborough.

Education Infrastructure Projects

As with the transport projects, these are education related infrastructure projects identified in the IDPs not to be considered for CIL spending this year.

Harrogate

New 2FE Primary School – West Harrogate; required within 5 years; these will be delivered via s106 agreements tied to the West Harrogate development project

Additional Primary Classrooms – Boroughbridge, Burton Leonard, Goldsborough, Grove Road/Starbeck, Kirkby Hill, Masham, New Park, North Stanley, and Holy Trinity CE (Ripon); various timelines within 3–5 years.

New Primary Schools – Green Hammerton; these will be delivered via s106 agreements tied to the development of Maltkiln new settlement

Secondary Expansion – Boroughbridge High School; required to support the development of Maltkiln new settlement.

Selby (Based on projects identified in unadopted 2024 IDP and existing IDP)

New SEND School – Osgodby; enabling works delivered, awaiting DfE funding.

New Primary School – Selby Urban Area; dependent on Crosshills development.

Primary and Secondary Capacity Improvements – District-wide; ongoing maintenance and suitability upgrades.

Tadcaster – Riverside Primary, East Primary, and Grammar School improvements; long-term needs.

Village Schools – Numerous schools across Appleton Roebuck, Barlby, Brayton, Brotherton, Carlton, Cawood, Church Fenton, Whitley & Eggborough, Escrick, Hambleton, Hemingbrough, Monk Fryston, North Duffield, Riccal, South Milford, and Thorpe Willoughby; all subject to feasibility and housing growth.

Ryedale

Primary Expansions – Pickering, Kirkbymoorside, Helmsley, and several villages; feasibility and housing growth dependent.

Secondary Expansion – Malton School under review; Ryedale School recently expanded but future needs may arise.

Hambleton

Primary and Secondary Capacity Improvements – District-wide; medium priority.

New Primary School – Northern Gateway (Northallerton); already delivered but required CIL funding.

Health Infrastructure Projects

Harrogate

No projects currently require CIL funding, as most are being progressed via S106 or other funding streams. However, future needs should be monitored, especially in Ripon and Masham where further investment may be required as development progresses.

Selby

Beech Tree Surgery (Scott Road Primary Care, Selby Town) – Expansion

Capacity issues identified, not delivered. This would be funded through Developer contributions, NHS, and CIL may be required, with no timescale yet to be determined.

Tadcaster Medical Centre – Expansion

Capacity issues identified, not delivered. This would be funded through Developer contributions, NHS, and CIL may be required, with no timescale yet to be determined.

Extension to Surgeries (Selby Town & Olympia Park)

Capacity issues identified, not delivered. This would need to be funded through Developer contributions and CIL, with no timescale yet to be determined.

Hambleton

Mowbray House Surgery – Primary Care Floor Area Increase

Required due to planned growth. Funding through CIL/S106, estimated delivery is 3-4 years.

Glebe House – Primary Care Floor Area Increase

Required due to planned growth. Funding through CIL/S106, estimated delivery is 3-4 years.

Thirsk Doctors Surgery – Primary Care Floor Area Increase

Required due to planned growth. Funding through CIL/S106, estimated delivery is 3-4 years.

Mayford House Surgery – Primary Care Floor Area Increase

Required due to planned growth. Funding through CIL/S106, estimated delivery is 3-4 years.

Great Ayton Surgery – Primary Care Floor Area Increase

Required due to planned growth. Funding through CIL/S106, estimated delivery is 3-4 years.

Stokesley Surgery – Primary Care Floor Area Increase

Required due to planned growth. Funding through CIL/S106, estimated delivery is 3-4 years.