

Annex F: Infrastructure Delivery Plan

Contents

1.	Introduction	1
2.	Methodology	2
3.	Sources of Funding	5
4.	Infrastructure Requirements	9
	Transport	9
	Health	12
	Affordable Housing	15
	Emergency Services	16
	Utilities – Gas	19
	Utilities – Electric	21
	Utilities – Telecoms	23
	Utilities – Water Infrastructure	24
	Renewable Energy	28
	Flood Mitigation	30
	Waste	32
	Education	34
	Green Infrastructure (including open space)	37
	Community Facilities	39
5.	Summary and Conclusions	41
	Table 5.1 – Summary of Essential Strategic Infrastructure	43

1. Introduction

- 1.1 The National Planning Policy Framework, 2012 (the Framework) sets out the Government's planning policies for England and how these are expected to be applied. The Framework must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in planning decisions.
- 1.2 In relation to infrastructure, the key messages from the Framework are:
- Local planning authorities should work with other authorities and providers to assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands.
 - Investment in business should not be over-burdened by the combined requirements of planning policy expectations;
 - Planning policies should recognise and seek to address potential barriers to investment, including a poor environment or any lack of infrastructure, services or housing. In drawing up Local Plans, local planning authorities should identify priority areas for economic regeneration, infrastructure provision and environmental enhancement.
 - Local Plans should plan positively for the development and infrastructure required in the area to meet the objectives, principles and policies of this Framework.
 - Infrastructure and development policies should be planned at the same time, in the Local Plan, to ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion.
 - Local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development.
 - Local Planning Authorities will be expected to demonstrate evidence of having effectively cooperated to plan for issues with cross-boundary impacts when their Local Plans are submitted for examination.
- 1.3 The purpose of this Infrastructure Delivery Plan (IDP) is to support the implementation of York's Local Plan. It sets out what infrastructure will be required to deliver the Local Plan; when it will be required; and the contingencies where there are risks. It also identifies who, in terms of authorities, agencies, and other organisations in the public and private sector, will be responsible for funding and providing it. In particular, it supports policies on infrastructure and informs the Local Plan section on delivery and monitoring. It will also provide the context for the Council's future approach for securing funding for:
- infrastructure to mitigate the direct impacts of development, and
 - strategic infrastructure.

- 1.4 This IDP is primarily concerned with the strategic infrastructure that will be essential to deliver the level and location of development set out in the Local Plan.

2. Methodology

Policy Context

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

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

- 2.2 In considering these roles, the costs of any requirements likely to be applied to development should not be such that there is an undue risk of the development being rendered unviable. Work undertaken, to date, on a viability study¹ has shown that the provision of infrastructure as part of development, based on current policies relating to planning obligations (e.g. S106² Agreements), does not, on the whole, render development unviable.

Approach to Infrastructure Planning

- 2.3 Infrastructure planning for York's Local Plan focuses on three key elements of strategic infrastructure:
- Infrastructure required to deliver the overall spatial strategy;
 - infrastructure required to deliver the strategic sites, and
 - infrastructure required to deliver development in line with the objectives of sustainable communities i.e. accessible community facilities.

¹ Local Plan Area Wide Viability Study, 2013 Peter Brett Associates

² Section 106 of the Town and Country planning Act 1990

- 2.4 Based on the policy areas within the emerging Local Plan it is considered appropriate for this paper to concentrate on the following types of strategic infrastructure:
- sustainable transport (road network, public transport, walking and cycling);
 - health (hospitals and health centres/GP surgeries);
 - affordable housing;
 - emergency services (Fire, Ambulance, Police);
 - utilities (gas, electric, telecoms, water);
 - renewable energy;
 - flood mitigation;
 - waste;
 - education (schools & colleges);
 - green infrastructure;
 - community facilities, and
 - public realm.
- 2.5 The key objective is to test whether any strategic infrastructure is needed to directly deliver the amount and location of development proposed in the Local Plan. The starting point was, therefore, to set out the likely levels and locations of development in the City of York over the plan period to 2030. This was informed by ongoing work on:
- the Local Plan spatial strategy and the policies set out in the Local Development Framework Core Strategy (as the antecedent to the Local Plan), submitted for Examination in Public, in February 2012, and subsequently withdrawn in August 2012;
 - a 'Call for Sites' in October 2012;
 - the City of York Local Plan Preferred Options Consultation, June 2013, and
 - the City of York Local Plan Further Sites Consultation, June 2014
- 2.6 The Framework states (at paragraph 173 therein) that *'.....the sites and the scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened..... the costs of any requirements likely to be applied to development, such as infrastructure contributions should..... provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.'* To comply with the latter part of this statement a 'Call for Sites' was issued in August 2012. This invited all persons or parties (including specific and general consultees) to return, to the council, by October 2012, site suggestions for housing, employment, retail, leisure, health, waste, energy generation, mineral workings, community and recreational use.
- 2.7 As part of determining the most sustainable site allocations to meet the need of the city, a methodology, which took into consideration all 3 aspects of sustainability (economic, social and environmental) was devised and used to determine the best location for development. This methodology considered,

known sites identified through previous work on the LDF Core Strategy and Allocations DPD and sites identified through compiling the evidence base, including responses to the call for sites and subsequent consultations as listed in paragraph 2,5

- 2.8 A number of sources of information were used in order to understand the infrastructure needs arising from these proposals. These included key elements of the evidence base work, such as transport and open space, as well as the policies, strategies and plans of infrastructure delivery partners. Consultation was also undertaken with many of these partners at various stages in the production of the Local Plan. Consultation was carried out informally through discussions with key personnel and formally, through a series of Local Plan Visioning Workshops, during October and November 2012.
- 2.9 The purpose of consultation with infrastructure users and providers (for example, utilities and emergency services) was to seek updated information regarding their future requirements and investment plans and strategies, and to identify any implications for strategic infrastructure. It is a key part of the Local Plan process to understand the extent to which existing or already planned infrastructure could accommodate the level of growth proposed over the Plan period and to identify what additional infrastructure would be required and how this would be delivered and funded.
- 2.10 An essential element of consulting with providers was to identify whether there were any critical pieces of infrastructure that would be unlikely to be deliverable, for example due to physical or financial constraints. If this was found to be the case then it would necessitate a reconsideration of the spatial strategy approach.
- 2.11 Discussions with infrastructure providers were guided by the following principles:
- **Firstly, infrastructure planning for the Local Plan should focus on the strategic.** Detailed planning for individual sites will be determined as the plan progresses towards adoption.
 - **Secondly, certainty in terms of delivery and funding.** When planning for a 15 year period (and beyond) it is difficult to identify exact costs and timescales up to 2030 (and later). The focus has therefore been on establishing certainty for the first five years of the Plan, where there is a reasonably high degree of confidence in delivering the necessary infrastructure. In the longer term we need to be satisfied that there is a reasonable prospect that the infrastructure could be provided, albeit with a lower degree of confidence than for the first five years. This could be because providers think that anticipated costs are within a normal range or a number of different funding sources have been identified.
- 2.12 Furthermore, Local policies will ensure, as far as is reasonably practicable, that essential infrastructure is in place before dependent development is permitted. If it becomes clear that a particular element of infrastructure cannot

be delivered then this could lead to a review of the development levels set out in the Local Plan and a review of the timescales for the delivery of strategic infrastructure.

Consultation Undertaken with Delivery Partners

- 2.13 Where possible, infrastructure delivery partners (see Annex 1) were included on the LDF database from an early stage (as the LDF was the antecedent to the Local Plan) and were then consulted as part of each general Core Strategy consultation. This database has, subsequently, been updated for the Local Plan. Over-and-above this, more specific consultation has taken place with the delivery partners in preparing the Local Plan, including:
- Conversations via the telephone with asset providers and users, during October and December 2012, including:
 - All relevant City of York Council departments;
 - Utilities;
 - Emergency services;
 - Primary Healthcare and Secondary Healthcare providers;
 - Educational establishments
 - Attendance at several meetings of the Asset Board (2012-13) (comprising representatives from the main property asset holders and users in York, including: City of York Council, the York Teaching Hospital NHS Foundation Trust, the University of York and the emergency services, to discuss their current plans and future needs for optimising the use (or alternate uses) of their assets) – to give briefings on the preparation of the Local plan and gather information on future infrastructure needs.
 - A series of meetings with the Highways Agency from 21 March 2013 onwards to discuss the potential for and implications of strategic development adjacent to or near the A64, with particular focus on access off the A64 and the impacts of the likely traffic increases on the A64 arising from the development and general growth in York.
- 2.12 All of the information gathered through this ongoing consultation and from evidence base work has been used to inform the detail on each infrastructure type as set out in section 4 of this paper.

3. Sources of Funding

- 3.1 Whilst the City of York Council is directly responsible for delivering some types of infrastructure, such as transport, most types of infrastructure will be delivered by, or in partnership with, other infrastructure providers. It is, therefore, essential to work closely with key partners, both in the public and private sector, on infrastructure planning.
- 3.2 Some elements of infrastructure may also need to be considered across an area wider than the City of York, irrespective of geographical or organisational

boundaries. The Council is committed to working sub-regionally, where appropriate, to identify and provide essential strategic infrastructure.

- 3.3 Funding for infrastructure will generally be obtained from a number of different sources. A brief outline of these sources is provided below. More detail is set out in Annex 3.

Existing Budgets/Capital Programmes

- 3.4 Over the plan period, some infrastructure will be funded through the existing budgets or capital programmes of providers. As well as identifying needs for general infrastructure improvements, a number of providers already consider issues such as population growth and local development plans in their future plans and therefore some infrastructure needed to meet future growth is already planned, with funding in place. For example, Yorkshire Water has recently completed a £16million upgrade of the Acomb Landing Water Treatment Works to improve the quality of public water in York.

National Government Funding

- 3.5 A range of different types of infrastructure are funded directly from central government, such as health and education. However, in a number of areas the level of future Government funding is currently uncertain, as organisations respond to the emerging budget changes and changes to how decisions relating to spending budgets are devolved by central government to more locally accountable governing structures (Local Enterprise Partnerships, for example). Where this is the case, further information is provided under the relevant part in Section 4. Funding for specific infrastructure schemes may also be available from Government budgets such as the Local Sustainable Transport Fund, for example.
- 3.6 As of April 2011, local authorities will be entitled to receive the New Homes Bonus (NHB). The Bonus will match fund the additional council tax raised for new homes and properties brought back into use, with an additional amount for affordable homes, for the following six years. The estimated NHB for York over the next five years (from 2012/13) is £9.7 million. This is not ring-fenced and can be spent according to local priorities.

Sub-regional Funding

- 3.7 In December 2013, Local Enterprise Partnerships (LEPs) submitted their respective Draft Strategic Economic Plans (SEPs) to central government, setting Investment priorities and activities for their respective LEP area, as the start of the 'negotiation process' with Government for securing Local Growth Funds (LGF) City of York lies within two LEP areas - the Leeds City Region LEP and the York, North Yorkshire and East Riding LEP – and is consequently encompassed within two SEPs. Updated SEPs were subsequently submitted in March 2014 and government announced LGF awards, in July 2014.

3.8 Amongst sub-regional funding available, City of York Council and West Yorkshire local authorities have worked together to set up a West Yorkshire Plus Transport Fund. As part of the Leeds City Region City Deal, Government announced that the West Yorkshire Combined Authority had, uniquely, secured funding to establish a £1bn West Yorkshire plus Transport Fund. This will consist of Government funding over 20 years, along with other devolved transport funding previously secured through the City Deal and local contributions. It will underpin growth by improving the City Region's roads and railways and connecting people to jobs and goods to markets seamlessly. To date, funding has been earmarked from the WYTF for Outer Ring Road improvements, public transport improvements and York Central Access and Station Gateway.

Private Sector Delivery

3.9 Some elements of infrastructure will be provided and funded by private sector companies whose business is the provision of particular types of service or infrastructure, these include utility companies, and to an extent, public transport providers and GP surgeries. Furthermore, although in most circumstances, the private sector will only contribute funds to infrastructure from which they will derive direct benefit from, there is facility and precedence for the Private Sector to directly fund, (to any value), infrastructure from which they may or may not derive direct benefit.

3.10 Many Statutory Undertakers (utilities) have a duty, under various Acts of Parliament, to maintain supply systems, and provide supplies to new users. For water and energy utilities these are as listed below:

- **Water** – the Water Industry act 1991 - duty of every water undertaker to develop and maintain an efficient and economical system of water supply within its area and to ensure that all such arrangements have been made for providing supplies of water to premises in that area and for making such supplies available to persons who demand them.
- **Electricity** – the Electricity Act 1898 - duty of an electricity distributor to make a connection between a distribution system of his and any premises, when required to do so by the owner or occupier of the premises, and to provide such electric lines or electrical plant as may be necessary to enable the connection to be used.
- **Gas** - Gas Act 1986 - duty of a gas transporter to develop and maintain an efficient and economical pipe-line system for the conveyance of gas; and to comply, so far as it is economical to do so, with any reasonable request for him to connect to that system, and convey gas by means of that system to, any premises.

Developer Contributions

3.11 Developers will be required to contribute to the provision of infrastructure necessary to ensure their development achieves wider Local Plan objectives and is in line with the objectives of sustainable development. This may

(subject to the completion of a viability study³) include the payment of a Community Infrastructure Levy (CIL), to help fund strategic infrastructure and through Conditions or Developer Obligations, including entering into S106 Agreements for site specific infrastructure. Work undertaken to date as part of this viability study has shown that the provision of infrastructure as part of development, based on current policies relating to planning obligations, may allow sufficient headroom between development returns and costs to fund strategic infrastructure. However, further work is still to be completed to determine whether a CIL charge is viable. More recently, Leeds Community Infrastructure Levy Draft Charging Schedule was found at its examination 'set at a level that will not put the overall development of the Leeds District at risk.' Within this, the CIL rate for residential development in north Leeds was set at £90/m². This suggests a CIL income of around £200m if CIL at a similar rate is applied in York

- 3.12 Following the adoption of the Local Plan, the Council will, in consultation with key delivery partners, developers and the community, set out more detail on York's CIL and the approach to S106 Agreements.
- 3.13 Developer contributions are regularly sought as part of planning proposals. In York, contributions over the last five years have been sought towards, amongst other things, highways and transport, public art, leisure and education. Table 3.1 shows the level of contributions that have been agreed on permissions in York over the last five years.

Table 3.1: Total contributions 2008/9 – 2012/13

	Total contributions agreed ^a on permissions £ thousands
2008/09	929
2009/10	417
2010/11	57
2011/12	328
2012/13	17,949 ^b

NOTES

- a The table shows the total contributions negotiated on permissions in each year. Some contributions will not yet have been received by the council, for example if development has not commenced or Reserved Matters applications have not yet been submitted.
- b Includes £17,824,000 for mixed use development on Land Including Huntington Stadium to the west of Jockey Lane
- c A significantly higher figure of £10,477,000 was also agreed in 2005/06 in reflection of the number of major sites which the Council approved in 2005/06, including Germany Beck and Hungate.

³ Local Plan Area Wide Viability Study, Peter Brett Associates

4. Infrastructure Requirements

Transport

Background

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

Future Infrastructure Needs

- 4.4 Reflecting and adding to the strategic themes of LTP3, the transport policies within the Local Plan seek to enable the sustainable growth and development of the city through:
- Only permitting new development where it is highly accessible (or can be made so through obligations and conditions etc.) by means other than the private car;
 - providing quality alternatives (to the car);
 - providing strategic links;
 - supporting and implementing behavioural change;
 - tackling transport emissions, and
 - improving the public realm.

4.5 The Topic Paper on the Transport Implications of the Local Plan⁴ presents the analysis of the implications for transport arising from the proposed growth assumptions within Local Plan Preferred Options document. It then considers the investment in transport infrastructure and other measures that would be necessary to support the projected growth in employment and housing. In particular it:

- Considers the potential congestion delay impacts of a 'reference case', consisting of the traffic demands arising from the planned housing and employment growth rates and a package of transport measures that can, with a reasonably high degree of confidence, be deemed to be deliverable.
- Considers the need for further transport infrastructure and other transport measures that might be put into place, albeit with a reduced degree of confidence, to achieve a lower level of congestion delay compared to the 'reference case'.

4.6 More recently, the Draft City of York Local Plan Transport Infrastructure Requirements Study, 2014 (Parsons Brinckerhoff) revisited the reference case and tested a further 'Do Something' case. The report highlighted the concerns listed below in relation to transport and proposed dualling of the A1237 as an *'option to increase the network capacity and reduce congestion.'*

- a) Congestion on A1237 Outer Ring Road;
- b) congestion at A1237 Outer Ring Road Junctions;
- c) congestion at A64 Junctions;
- d) congestion on Radial Routes;
- e) congestion on the Inner Ring Road, and
- f) supporting access to Strategic Sites.

4.7 For ease of reference, the abovementioned a) – f) nomenclature has been used in the table of essential infrastructure for transport schemes.

4.8 Through LTP3 the council will also deliver a sustained travel behaviour change programme, supported by low cost infrastructure and service improvements with the aim of achieving a reduction in projected traffic delays by 2031. This will be delivered by a range of interventions that will manage the increasing demand for travel in all parts of the city which are set out in detail in LTP3 and will be supported by the policies in the Local Plan. Implementation of some of these measures, such as the 'i-travel York' programme has already commenced and shown tangible benefits, following a successful bid to Government for funding through the Local Sustainable Transport Fund.

4.9 The strategic infrastructure schemes and behavioural change measures are considered to be essential to address the cumulative impacts of development across the city as a whole and therefore relate to every development that comes forward in the plan period. In addition to these strategic infrastructure schemes and measures, it will be necessary to provide transport infrastructure

⁴ Topic Paper on the Transport Implications of the Local Plan, 2013, CoYC

to mitigate the localised transport impacts of individual developments. For more information, see Table 5.1.

Timescales and Funding

- 4.10 Funding for strategic transport infrastructure schemes and behavioural change measures is likely to come from the following sources:
- Local Transport Plan (LTP3) settlement;
 - major scheme bids, via the 'West Yorkshire Plus' programme (Local Growth Fund);
 - New Homes Bonus;
 - developer contributions (CIL and S106), and
 - other scheme-specific bids.
- 4.11 Transport infrastructure schemes have been split into three phases: short-term (2015-20), medium term (2020-25) and the long-term (2025-30), as set out in Table 5.1. The full cost of delivering all of the schemes and measures within the 'Do Something' case over the period up to 2031 is currently estimated at approximately £300 million. A breakdown of this, together with indicative costs, where possible, for additional transport infrastructure that could be put in place to either reduce the amount of traffic generated by development or mitigate its effects, is also set out in Table 5.1.

Responsibility for Delivery

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

Potential Issues – Risks and Contingencies

- 4.13 Key components of funding for transport infrastructure will be:
- National funding (through successful bids), and
 - developer contributions for strategic infrastructure.
- 4.14 For the former, there is a risk that bids may be unsuccessful, in which case other potential sources of funding would be sought. If it becomes clear that funding is not available, and schemes cannot go ahead, then this could trigger a review of the development levels included in the Local Plan and a review of

the timescales for the delivery of strategic infrastructure. For the latter there is a risk that the costs of any requirements likely to be applied to development could render it unviable.

Consultation with Delivery Partners

- Ongoing attendance at the Harrogate Line Officers Group;
- meetings with the Highways Agency (from March 2013);
- meetings with East Riding of Yorkshire Council and the Highways Agency (from May 2013), and
- involvement of colleagues in transport planning throughout the preparation of the Local Plan.

Reference Documents

- Transport Implications of the Local Plan (June 2013), CYC.
- City of York Local Transport Plan 2011-2031 (LTP3) (2011) CYC
- Draft City of York Local Plan Transport Infrastructure Investment Requirements Study (2014) Parsons Brinckerhoff

Health

Background

- 4.15 For the provision of primary healthcare in York, overall, there are 45 General Practitioner (GP) surgeries (including the PMS Project for Homeless People) and one urgent care centre (located in the emergency department at York Hospital). The NHS Commissioning Board North Yorkshire and Humber Local Team is responsible for commissioning GPs, pharmacies, dentists and opticians.
- 4.16 In terms of secondary healthcare in York, the York Teaching Hospital NHS Foundation Trust (the Trust) provides health care from its main site - York Hospital - and two community rehabilitation hospitals at St Helen's and White Cross Court, with a total of 707 beds. The Trust provides acute hospital services for approximately 350,000 people living in and around York and also a range of specialist services over a wider catchment area of around 500,000 people in North Yorkshire.
- 4.17 On 1st April 2013, the Clinical Commissioning Group (CCG), NHS Vale of York, officially took on responsibility for the planning and purchasing of the vast majority of secondary health services across the area. This includes hospital care, mental health and community services. The main areas of responsibility of the CCG are:
- Planned hospital care
 - Urgent and emergency care
 - Rehabilitation care
 - Community health services
 - Mental health and learning disability services

- 4.18 The CCG also represents patients registered with 35 GP Practices located in places such as York, Selby, Tadcaster, Easingwold, Pocklington and parts of Ryedale.
- 4.19 Also on 1st April 2013, responsibilities for public health officially passed to City of York Council and it has appointed a Director of Public Health to oversee this function.

Future Infrastructure Needs

- 4.20 Prior discussions with the Primary Care Trust (PCT), as the predecessor to the NHS Commissioning Board Local Team and the CCG, undertaken for preparing the IDP in support of the LDF Core Strategy, established that the GP to patient ratio is quite good in York, overall, and could accommodate some expansion in patient numbers. Subsequent discussions with healthcare providers in December 2012 indicated that this situation had not changed. However, some expansion of GP provision/services may be needed over the lifetime of the Local Plan. The largest need in the medium-to-long-term will be generated by the Strategic Sites. The cumulative impact of ongoing residential development may result in the need for further local health services, depending on its location.
- 4.21 Additional capacity can be provided in a range of ways, including expansions of existing surgeries, branch surgeries, extended opening or alternative services. These may also be combined with other primary care and community services provision.
- 4.22 In addition to population growth, the former PCT also recognised the need to respond to an aging population. Its ambition was to focus on providing services close to people's homes and in locations that are accessible. Further discussion will be required with the new bodies as the plan progresses toward Examination to confirm this ambition remains, or ascertain whether a different approach is to be taken forward.
- 4.23 A key part of the Trust's future strategy is to increase the number of services that are provided in the community. This will result in a reduction in the number of beds at the hospital as they transfer more services to the community. The proposed increase in population as a result of new development is being taken into account in their plans and will result in bed spaces being reduced at a lower rate than previously planned whilst continuing with their strategy of developing more community based services.
- 4.24 There are a number of other factors linked to the increase in population which the Trust indicates will have an impact on the services it provides. Increasing life expectancy, coupled with population growth, will significantly challenge the provision of care for the elderly. The Trust has stated its intention to work with council partners to ensure that appropriate services continue to be provided. The increase in population is also expected to put pressure on the provision of maternity and emergency care. Both of these services are already at or are nearing capacity in York.

- 4.25 An increased demand for new clinical accommodation over the period to 2030 has already been identified and the Trust is currently working on a Masterplan for the District Hospital site that will provide sufficient new build to accommodate these increases. Depending on the availability of funding, this development should begin by 2015. The two key sites that will contribute to this development are in the Trust's ownership, and are the development zone adjacent to the new multi-storey car park, and the ex-residential accommodation at Bootham Park Court.
- 4.26 The healthcare service generally responds to spatial patterns of growth, and local services are improved and expanded in line with new development, sometimes through developer contributions.

Timescales and Funding

- 4.27 Funding for strategic healthcare infrastructure is likely to come from the following sources:
- Public sector funding
 - Developer conditions or contributions – these may be sought for the provision of new community health facilities such as GP facilities
 - Private investment, for example by GPs

Responsibility for Delivery

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

Potential Issues – Risks and Contingencies

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

Consultation with Delivery Partners

- Meeting with North Yorkshire and York Primary Care Trust (PCT) to discuss Core Strategy (March 2008)
- North Yorkshire and York PCT response to Allocations DPD Issues and Options (May 2008)
- York Hospitals NHS Foundation Trust response to Allocations DPD Issues and Options (May 2008)
- Correspondence with North Yorkshire and York PCT (July 2010)
- Correspondence with York Hospitals HNS Foundation Trust (August 2010)
- Discussion with the Director of Public Health (September 2012)

- Discussion, via the telephone, with North Yorkshire and York PCT/ Clinical Commissioning Group, NHS Vale of York and York Hospitals NHS Foundation Trust (December 2012)
- Attendance at several meetings of the Asset Board (2012-13)

Reference Documents

- Guide to the NHS for Local Planning Authorities (2007) Department of Health
- Healthier Lives: NHS North Yorkshire and York's Strategic Plan 2010-2015 (2010) NHS North Yorkshire and York
- Joint Strategic Needs Assessment (2010) North Yorkshire and York PCT and CYC

Affordable Housing

Background

- 4.30 The National Planning Policy Framework requires Councils to set policies for meeting identified affordable housing need, and that those policies should be sufficiently flexible to take account of changing market conditions. Improving the quality and availability of decent affordable homes in York is a priority in the Council Plan. Currently, the North Yorkshire Strategic Housing Market Assessment (2011) (NYSHMA) indicates that the actual need for affordable housing in the city outstrips the total supply coming forward each year.

Future Infrastructure Needs

- 4.31 The latest targets for affordable housing are set out in Table 4.1 below:

Table 4.1 Affordable Housing Site Thresholds

Threshold	Target
Brownfield sites => than 11 homes	25%
Greenfield sites => than 11 homes	35%
All Sites of 5 - 10 homes	20%
All Sites of 2 - 4 homes	15%

- 4.32 Developments within York should be able to provide these levels of affordable housing and no individual site assessment will be required where submissions achieve these targets, subject to annual review.

Timescales and Funding

- 4.33 The provision of affordable housing will be ongoing throughout the plan period. Affordable housing will mainly be provided and funded by developers on market housing sites or through commuted payments for off-site provision. Over and above this, some provision will be through grant funded

developments with the Homes and Communities Agency, this might include grant funding for Registered Social Landlords to develop sites which are unviable for market housing. The New Homes Bonus may also provide a source of funding for affordable housing.

Responsibility for Delivery

- 4.34 Developers will be responsible for delivering affordable housing in accordance with the dynamic targets and thresholds required by Policy AH1. The council will work with developers and other agencies to ensure the delivery of the policy. Registered Social Landlords will also have a key role in delivering affordable housing developments.

Potential Issues – Risks and Contingencies

- 4.35 Site viability may impact on the level of affordable housing that can be achieved on development sites. The AHVS, and subsequent testing of its assumptions with developers, demonstrates that the targets and thresholds are reasonable and considered to be achievable. The policy approach includes dynamic targets which will be amended annually using the Dynamic Model. This will ensure that the targets remain viable and aligned to market conditions. In addition where the target is demonstrated to make individual sites unviable, the Council will seek Homes and Communities Agency subsidy (or other public subsidy) and consider varying the tenure mix and/or the type of units of the affordable component to increase site viability.

Consultation with Delivery Partners

- Involvement of colleagues in housing throughout the preparation of the Local Plan
- Stakeholder workshops with developers, housebuilders and agents (November 2012)

Reference Documents

- North Yorkshire Strategic Housing Market Assessment (2011)
- City of York Affordable Housing Viability Study (2010) and Annex 1 (2011)
- Emerging Housing Strategy 2011-2015 CYC
- Strategic Housing Market Assessment (2007) Fordham Associates for CYC

Emergency Services

Background and Future Infrastructure Needs

Fire and Rescue

- 4.36 Fire and Rescue Services are provided by the North Yorkshire Fire and Rescue Service. In the 2007/2008 Integrated Risk Management Plan North

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

- 4.37 As a result of the review, the Service proposed to develop a new fire station on Kent Street and close the Clifford Street station.

Ambulance

- 4.38 Ambulance services are provided by the Yorkshire Ambulance Service NHS Trust. Over the last two to three years, the Trust has implemented a 'hub and spoke' strategy in York which culminated, during the second half of 2009, in relocating from the station in the City Centre (Dundas Street) to a new hub facility at Yearsley Bridge. There are also several strategically located standby points based at Acomb and on the Hull Road.

- 4.39 The 'hub and spoke' strategy is intended to be flexible such that the existing standby points can be relocated, or supplemented, according to demand. The Trust are keen to ensure continued co-operation with the planning authority to maintain the Trust's presence in existing locations (i.e. renewing temporary planning permissions where appropriate) and securing consents in new locations as necessary.

Police

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

Timescales and Funding

Fire and Rescue

- 4.41 A new fire station on Kent Street has been built and is now operational. The cost of refurbishing Clifford Street station is estimated at £1.5 million.

Ambulance

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

Police

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

Responsibility for Delivery

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

Potential Issues – Risks and Contingencies

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

Consultation with Delivery Partners

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

Reference Documents

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

Utilities - Gas

Background

- 4.47 The gas distribution operator for the York area is Northern Gas Networks. The gas companies pay gas distribution operators, such as Northern Gas Networks, a tariff to use the networks to distribute gas to their customers.

Future Infrastructure Needs

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

Timescales and Funding

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

Responsibility for Delivery

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

Potential Issues – Risks and Contingencies

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

Consultation with Delivery Partners

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

Reference Documents

- Regional Integrated Infrastructure Scoping Study (2008) Yorkshire and Humber Assembly)

- Presentation from NGN to regional infrastructure meeting (October 2009)
- Regional Infrastructure Hub – www.lgyh.gov.uk

Utilities - Electric

Background

- 4.56 The York area is covered by Northern Powergrid (NPg) which is a wholly owned subsidiary of MidAmerican Energy Holdings Company. NPg runs the only major electricity distribution network that provides power to customers in the Northeast, Yorkshire and northern Lincolnshire, covering an area of 25,000 square kilometres. It is responsible for 31,000 substations and 91,000 kilometres of overhead lines and underground cables
- 4.57 Distribution networks are of most relevance to land use planning. Whilst the National Grid Transmission Network is important, with the exception of the largest commercial customers, all direct supplies tend to come via the distribution networks. Northern Powergrid's emerging business plans for the period 2013 to 2022 state that by 2015 investment in the standard powergrid infrastructure will have passed the peak and, in the future, the challenge will be greater than just replacing ageing assets. In the period 2015-23, NPg expects to invest more in the emerging technologies that support a low-carbon network.
- 4.58 The key electricity infrastructure considerations for the Local Plan are the 33kV (extra high voltage) and 11kV (high voltage) systems. The 33kV distributes power between the National Grid and the high voltage systems, these are mainly underground lines in the urban area. The 11kV system distributes electricity from the 33kV system into and around local urban and rural areas.

Future Infrastructure Needs

- 4.59 At a strategic level NPg have not identified any major capacity constraints in the context of the development proposed in the Local Plan, and no major infrastructure provision is envisaged within the next 15 years, as NPg has already invested heavily in its Northeast Powergrid (Northeast) Ltd business (which includes York) in the recent past. At the detailed level there may be a need to reinforce some of the distribution network systems, particularly the 11kV system in the Haxby and Foss Islands areas. NPg indicate that this would need to be considered further once the detail of schemes are known in terms of their need for heat, light and taking account of any embedded power sources such as onsite renewable energy generation.
- 4.60 Electricity providers indicate that in some ways it is difficult to determine future demand for mains electricity, giving the example of how demand might be impacted by the sustainability agenda. On the one hand this may reduce demand given improved efficiency of appliances and a higher proportion of onsite renewable energy generation. However, on the other hand, it might

result in increased demand (for example, through increased use of electric cars creating demand for charging points). The difficulty with onsite generation is that it masks demand as users are only relying on the main network some of the time. If the local generation temporarily fails then the main network still needs to be able to cope with demand.

- 4.61 In addition, we need to consider the infrastructure required to connect new stand alone renewable energy generators to the grid. This is not identified as a strategic constraint to the development of renewable technologies in the Renewable Energy Strategic Viability Study for York (2010) and in general terms NPg has indicated, through its emerging business plans, that that connections to the grid are unlikely to be a constraint, although additional investment would be needed each year to accommodate these technologies. This is something that will be looked at in more detail when considering the commercial viability of particular stand alone renewable energy schemes.

Timescales and Funding

- 4.62 Under the charging guidelines laid out by Ofgem developers will pay for standard connections to new residential and commercial properties. However, developer costs are limited to those needed to provide sufficient power up to one voltage above the development's voltage requirements and to the proportion of capacity that a development uses. Beyond this NPg make a contribution to the costs of connection and increasing capacity.

Responsibility for Delivery

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

Potential Issues – Risks and Contingencies

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

Consultation with Delivery Partners

- Correspondence with CE Electric, August 2010.
- Email correspondence and discussion with NPg, via the telephone (November 2012)

Reference Documents

- Renewable Energy: Strategic Viability Study for York (2010) AEA for CYC
- Regional Integrated Infrastructure Scoping Study (2008) Yorkshire and Humber Assembly

- Presentation from CE Electric to regional infrastructure meeting (October 2009)
- Regional Infrastructure Hub – www.lgyh.gov.uk

Utilities - Telecoms

Background

- 4.65 There are two main fixed-line networks that provide telecommunications access to homes and businesses in York: Openreach (the main access network owned by BT); and Virgin Media (the cable television network). Most residential customers and small businesses access telephone and broadband services via the Openreach network, even if their services are purchased through another provider. Openreach owns, maintains and develops the telecommunications network between local exchanges and users' homes and businesses. Large commercial users may bypass the access networks to get direct access to other networks.
- 4.66 There is now an open market for the provision of telecoms networks to new developments to allow greater competition to BT. Although this is a developing market and generally only major new residential developments are being served in this way.

Future Infrastructure Needs

- 4.67 Telecommunications and broadband coverage in the urban areas is generally good and Openreach has previously advised that network capacity will not generally be an issue that shapes or constrains the spatial options for development. Developments in technology (fibre optic cables), together with extensive ongoing investment in the core of the main networks mean that the capacity and capability of the networks continues to improve in response to demand.
- 4.68 Overall the availability of the telecommunications network and network capacity are not seen as major constraining factors to future homes growth, or growth in businesses, except in relation to accommodating growth in isolated areas. Given the location of proposed growth it is unlikely that there will be any strategic telecoms infrastructure issues in York.

Timescales and Funding

- 4.69 Telecoms infrastructure provision will be ongoing as expansion is demand-led rather than speculative. As substantial infrastructure is already in place, Openreach and other providers are likely to be able to react quickly to demands provided by new development. Infrastructure necessary for connection to new development is provided to developers to install. Connections are funded by telecoms providers.

Responsibility for Delivery

- 4.70 Openreach, Virgin Media and other emerging network providers will provide infrastructure to developers who then install it.

Potential Issues – Risks and Contingencies

- 4.71 Risk associated with delivering appropriate telecoms infrastructure over the plan period is very low.

Consultation with Delivery Partners

- 4.72 Email correspondence and discussion with BT Openreach, via the telephone (November 2012)

Reference Documents

- Regional Integrated Infrastructure Scoping Study (2008) Yorkshire and Humber Assembly
- Presentation from Openreach to regional infrastructure meeting (October 2009)

Utilities - Water Infrastructure

Background

- 4.73 Water utilities infrastructure in the York area is provided by Yorkshire Water. There are four aspects to their infrastructure: water resources; water distribution⁵; sewerage⁶; and waste water treatment⁷.

Future Infrastructure Needs

Water resources

- 4.74 Yorkshire Water's 2009 Water Resources Management Plan⁸, identified that the Yorkshire Water region will remain in a water supply surplus throughout the planning period to 2034/35. These forecasts are currently being reviewed and updated as part of the development of the 2013 Yorkshire Water Draft Water Resources Management Plan.
- 4.75 The construction of a new £16 million water treatment works at Acomb Landing in York was completed in 2012. The new treatment works will be able

⁵ The series of water mains that transport water around the area.

⁶ The network of sewers that take foul and surface water from properties to waste water treatment works and watercourses. YW is the statutory sewerage undertaker and is responsible for the public sewer network.

⁷ The treatment works which treat the foul and surface water flows that come through the sewerage infrastructure and discharge the final effluent into a watercourse.

⁸ Final Water Resources Management Plan 2010 – 2035, Yorkshire Water, 2009

to treat around 35 million litres of water every day to a standard that exceeds stringent water quality standards.

Water distribution

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

Sewerage

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

Waste water treatment

- 4.79 There are ten waste water treatment works (WWTW) that serve the City of York. These vary significantly in size from Naburn which treats waste from over 140,000 people to Kexby which serves 40 people. An increase in treatment capacity may be required for sites in areas where capacity does not exist.
- 4.80 Yorkshire Water's current business plan is based on population forecasts from February 2008. Whilst it took account of sites that were known about at the time (existing permissions or the previous Local Plan allocations) it did not include the level of growth proposed in the (new) Local Plan Preferred Options, primarily because they were required to have significant levels of certainty regarding future developments, if they wanted to include them in the business plan.
- 4.81 Yorkshire Water has previously indicated that the greatest need will usually be on large greenfield sites or in small settlements where the infrastructure has not been sized to take large developments. It also stated that sites which are phased for the longer term can be taken into account in its future investment periods. Furthermore, a number of Strategic Sites identified in the (new)

Local Plan such as York Central; Germany Beck; and Hungate have already been considered in their current business plan because they have planning permission or were allocations in the previous Local Plan.

Timescales and Funding

Water Distribution

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

Sewerage

- 4.83 As with water mains, sewers will be provided once planning permission has been granted and the developer enters into agreements under the Water Industry Act, which allows the developer to requisition sewer capacity. The developer will fully fund any necessary work. However, Yorkshire Water suggests that there may be issues, particularly in the smaller settlements if any significant developments are proposed, where the costs to improve the network may be expensive.

Waste Water Treatment

- 4.84 Some investment will be funded by Yorkshire Water through its Asset Management Plans (AMP). The current AMP runs from April 2010 to March 2015. Any WWTW catchments with limited capacity where a significant level of growth is proposed will be included in the next Yorkshire Water investment period, 2015 to 2020. If a development came forward prior to Yorkshire Water increasing the capacity of a WWTW and it was not included in its business plan forecasts then the developer would be expected to contribute through S106 to the upgrading of a WWTW.

Responsibility for Delivery

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

Potential Issues – Risks and Contingencies

- 4.87 It is reasonably certain that appropriate water infrastructure can be provided to support development in the Local Plan. The main issue is with the capacity of WWTWs. The scale and general location of growth proposed in the Local Plan can be accommodated either in existing WWTW capacity or through planned or future improvements for sites phased later in the plan period. However, if new sites come forward, they may raise issues with capacity, in which case, developers would be required to fund capacity increases.
- 4.88 Naburn WWTW which covers the majority of the York area has recently undergone a £1 million investment to increase capacity. This took account of proposed developments they were aware of at the time (existing permissions and Local Plan allocations) and has sufficient capacity to accommodate further development over the next 5 years. There is no spare capacity at the Rawcliffe WWTW which serves Rawcliffe, Huntington and Skelton, and very limited capacity at Haxby Walbutts WWTW which serves the Haxby and Strensall areas. If any major development were to come forward in these areas in the next 5 years then the developer may have to fund improvements at these works. Any allocations should be phased beyond 2015 to allow for improvements to the WWTWs to be funded through Yorkshire Water's next Asset Management Plan.

Consultation with Delivery Partners

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

Reference Documents

- Final Water Resources Management Plan 2010 – 2035/Periodic Review 2009 – Final Business Plan (2009) Yorkshire Water
- Strategic Direction Statement (2009) Yorkshire Water

Renewable Energy

Background

- 4.89 The Climate Change Act (2008) sets a legally binding target for reducing UK carbon dioxide emissions by at least 26% by 2020 and at least 80% by 2050, compared to 1990 levels. The Energy White Paper 'Meeting the Energy Challenge' (May 2007) and the Energy Act (2008) (which provides the legal framework for the Energy White Paper) aims to generate 20% of UK electricity from renewable energy sources by 2020. Locally, this requires the production of 38.7 Mega Watts (MW) of installed renewable electricity capacity and 15.1 MW of installed renewable heat capacity by 2020, rising to 39.8MW of renewable electricity capacity and 18.0MW of renewable heat capacity by 2031.

Future Infrastructure Needs

- 4.90 The Council's proposals for achieving these targets are set out in the Climate Change Framework and Action Plan (2010). Local Plan policy CC1 sets out how the Local Plan will play a key role in helping to support and encourage the generation of renewable and low carbon energy. Policy CC2 sets out how development will be expected to make carbon savings through sustainable design and construction (to reduce energy demand and increase energy efficiency).
- 4.91 The Council will encourage applicants for development proposals to use Managing Landscape Change: Renewable & Low Carbon Energy Developments – A Sensitivity Framework of North Yorkshire and York' (2012) in preparing their planning applications for renewable electricity and heat production installations. In addition:
- All new development will be required to produce a Sustainability and Sustainable Energy Statement to demonstrate that the following minimum standards of construction (or other equivalent standard) are achieved, unless it can be demonstrated that it is not feasible or viable:
 - New Build Residential Developments: Code for Sustainable Homes Level 4****;
 - Conversions of existing buildings and changes of use to residential, to achieve BREEAM Eco-Homes 'Very Good';
 - Minor Non-residential Developments: BREEAM 'Very Good'; and
 - Major Non-residential Developments: BREEAM 'Excellent'
 - All major development shall make provision of and connection of infrastructure to a network for an existing or proposed Combined Heat and Power Station or District Heating Network unless it is demonstrated that a better alternative for reducing carbon emissions for the development can be achieved or it is not technically possible.

- If “Allowable Solutions”⁹ are introduced, the Council will require developers to achieve zero carbon standards through energy efficiency and carbon compliance on site. Where this is not feasible, developers will be expected to explore with the Council local off-site solutions to meet zero carbon standards.
- For all allocated new development and residential development of 10 dwellings or more, and non residential development (of 1000m² or more) gross external floor space the Sustainable Energy Statement will also be required to integrate Combined Heat and Power and district/block heating networks or cooling infrastructure, and uses reasonable endeavours to provide the necessary infrastructure to:
 - Establish and provide a new network on site; and
 - Connect to existing networks where available; and
 - Provide development designed to provide for future connection.
 Unless it is technically not feasible or viable.

Timescales and Funding

- 4.92 The delivery of renewable energy infrastructure will be ongoing throughout the plan period, being incorporated into applications for new development, in order to meet the requirements of policy CC1 and policy CC2, and as proposals for freestanding renewable energy schemes are submitted. Developers will be required to provide and fund the infrastructure as part of new development. In some areas it might be more appropriate to develop area-based renewable energy schemes (such as Combined Heat and Power for district electricity and heat), where developers pay a contribution towards the scheme, rather than providing onsite renewable energy infrastructure. Freestanding schemes would be privately funded.
- 4.93 A range of funding sources and financial incentives and mechanisms are available or currently being developed at a national level to encourage and enable the installation of renewable energy infrastructure into new developments, as well as retro-fitting to existing properties. These include Feed-In Tariffs, Energy Service Companies, Local Energy Assistance, the Renewable Heat Incentive (RHI) and the Green Investment Bank.

Responsibility for Delivery

- 4.94 Developers will be responsible for delivering the requirements of policy CC1 and CC2 in terms of incorporating energy from renewable and low carbon sources into developments and ensuring that developments are designed to reduce demand for energy. Freestanding generation schemes could be built and funded by energy companies, the Council, developers and communities.

⁹ Allowable Solutions are mechanisms to allow developers in these cases, to make a payment into a fund to invest in approved carbon saving projects to fully compensate for any residual emissions (to achieve the remaining emission reductions required for meeting the Government’s 2016 / 2019 zero carbon targets)

Potential Issues – Risks and Contingencies

- 4.95 The targets set out in the Local Plan are based on the findings of the Renewable Energy Strategic Viability Study (AEA, 2010). The Study explored a range of different scenarios from business as usual to aspirational, each assuming a different degree of renewable energy development. The Local Plan targets are based on the medium scenario (achieving 50% of the renewable energy potential from new development) and are considered to be achievable. The Local Plan approach relates to new build, however, further energy from renewable and low carbon sources will be achieved through changes to existing buildings.

Consultation with Delivery Partners

- 4.96 Involvement of the Council's Sustainability Officer throughout the preparation of the Core Strategy.

Reference Documents

- Renewable Energy: Strategic Viability Study for York (2010) AEA for CYC

Flood Mitigation

Background

- 4.97 The city has a history of flooding and the management of flood risk continues to be essential. The York river catchment characteristics, together with the significant amount of rainfall it receives, makes York particularly susceptible to flooding.

Future Infrastructure Needs

- 4.99 Policy FR1 of the Local Plan seeks to ensure that new development is not subject to flood risk and is designed and constructed in such a way that it mitigates against current and future flood events. As a result the spatial strategy directs future development away from the highest risk flood zones. Therefore, no strategic infrastructure should be required to protect new development from flood risk. However, at a strategic level the City of York Council Flood Risk Management Strategy (pre-consultation draft) contains a Strategic Action Plan and actions that can be pursued for:

- Prevention of risk;
- protection from risk;
- preparing for risk, and
- recovery and review of risk

- 4.100 Proposed measures within the Strategy include some large scale protection works from 2016 onwards. However the scale and of these and the timescale

for their delivery is dependent on the outcome of further investigative work to be undertaken by various partner organisations (primarily City of York Council and the Environment Agency) beforehand.

- 4.101 At a smaller scale, if a development is permitted in a flood risk zone as a result of meeting the sequential and exception tests then the developer is required to provide suitable flood mitigation measures. This will be determined on a site by site basis and will be considered in more detail when allocating sites for development.
- 4.102 Surface water is also an important consideration. A Surface Water Management Plan (SWMP) is a framework to understand the causes of surface water flooding and a way to agree the most cost effective way of managing surface water flood risk. A SWMP for York was approved in December 2012. On the whole that there are no major problems within the City of York authority boundary with surface water flooding and so no major infrastructure improvements will be required. However, a handful of areas have experienced surface water flooding in the past and any infrastructure requirements in relation to these areas will be determined on a site by site basis.
- 4.103 Further information on drainage and run-off rates is set out in the section on water infrastructure.

Timescales and Funding

- 4.104 This is and will be ongoing. Flood mitigation measures for individual sites will be provided and funded by the developer. The Environment Agency continues to maintain its defences and to seek funding for improvements to enhance existing defences and provide protection to further areas (see also paragraph 4.100).

Responsibility for Delivery

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

Potential Issues – Risks and Contingencies

- 4.106 It is anticipated that the flooding threat will increase as a result of climate change, due to more intense rainfall and increased peak river flows, and this has been allowed for in identifying the flood risk zones and in the modelling undertaken as part of the SWMP. However, flood maps, the Strategic Flood Risk Assessment and the SWMP will be updated to reflect any changes. City of York council is working with the Environment Agency, and appropriate internal drainage boards (IDBs) and local planning authorities on this issue,

principally through the development of (or in the case of the OUSE CFMP, updating) Catchment Flood Management Plans (CFMPs). This may lead to some increases in design flood levels in fluvial flood risk areas. Developers will continue to be required to carry out flood risk assessments for sites where flood risk is an issue.

Consultation with Delivery Partners

- Environment Agency (EA) response to Issues and Options (I&O) 1 consultation July 2006
- EA response to Core Strategy I&O 2 consultation, October 2007
- EA response to Allocations DPD I&O consultation, May 2008
- EA response to City Centre I&O consultation, September 2008
- EA response to Core Strategy Preferred Options consultation, October 2009
- Meeting with Internal Drainage Board to discuss Core Strategy, March 2008
- Internal Drainage Board response to Allocations DPD I&O consultation, April 2008
- Internal Drainage Board response to Infrastructure Questionnaire, September 2009
- Involvement of CYC drainage colleagues throughout preparation of the Local Plan
- EA response to draft of Strategic Flood Risk Assessment (2013)

Reference Documents

- Strategic Flood Risk Assessment (2013) CYC
- City of York Council Flood Risk Management Strategy (pre-consultation draft) (2014)

W a s t e

Background

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

Future Infrastructure Needs

- 4.108 Local Plan policy WM1, to be developed further through a Joint Waste and Minerals Plan, sets out the strategic policy to shape waste infrastructure that

will be required to achieve sustainable waste management until 2030. This includes safeguarding York's existing facilities including Harewood Whin (landfill) and the Household Waste Recycling Centres at Hazel Court and Towthorpe. It also recognises that the Joint Plan will identify suitable alternative facilities for municipal waste and suitable facilities for all other waste streams that may be needed during the plan period.

- 4.109 The Harewood Whin Waste Management Facility will continue to operate as a landfill site up to 2017, and if needed, beyond this date.
- 4.110 It is anticipated that with these existing facilities together with proposals identified through the Joint Plan will provide sufficient capacity to deal with the waste and recycling needs of future development to 2030.

Timescales and Funding

- 4.111 For waste management, continued joint working with North Yorkshire County Council on the Waste PFI project at Allerton Waste Recovery Park¹⁰ reflected in the Local Plan is considered to be essential for dealing with future levels of municipal waste. To this end, City of York Council and North Yorkshire County Council received £65million of PFI credits to secure a waste treatment facility to divert biodegradable municipal waste from landfill and AmeyCespa have been awarded the contract to design, build, manage, and operate the new facility and the application for the Allerton Waste Recovery Park was approved in 2013.. However, the PFI credits were withdrawn by Government in February 2013, and the two Councils are currently pursuing a judicial review into this decision. If the PFI project cannot go ahead if alternative funding cannot be sourced then an alternative solution will need to be examined as the Local Plan is progressed towards Examination.

Responsibility for Delivery

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

¹⁰ Allerton Park Waste PFI Planning Application (2011) – joint planning application for York and North Yorkshire.

Potential Issues – Risks and Contingencies

- 4.113 If the PFI project cannot go ahead if alternative funding cannot be sourced then an alternative solution will need to be examined. The criteria based policy set out in WM1 will enable alternative sites to be considered in accordance with PPS10 as will the evidence base work for the Joint Plan and the Plan itself.

Consultation with Delivery Partners

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

Reference Documents

- City of York Waste Management Strategy 2002-2020 (2002 and amended 2004) CYC
- City of York Waste Management Strategy: Refresh for the Period 2008 – 2014 (2008) CYC
- Let's Talk Less Rubbish: A Municipal Waste Management Strategy for the City of York and North Yorkshire 2006-2026 (2006) York and North Yorkshire Waste Partnership, supported by Enviros Consulting Ltd.
- York Local Plan Waste and Minerals Technical Paper (2013)

Education

Background

- 4.114 There are 65 education establishments in the City of York, either schools or academies. This includes 46 primary schools, 10 secondary schools (including 2 academies) and 2 special schools. There has been decrease in the number of primary and secondary schools due to reorganisation and amalgamation of infant and junior schools into all-through primary schools. Two voluntary aided secondary schools converted to academy status in 2011.
- 4.115 Whilst the overall population of York has been steadily rising, the demand for school places in the city has not necessary followed the same pattern. So, whilst numbers in the primary sector have been rising, (with 1,649 children starting mainstream school for the first time in 2004/05 increasing to 1,932 by January 2012), numbers in the secondary sector have been falling (from a high of 1996 Year 7 pupils in 2002/03 down to 1631 in 2011/12). There have also been some local fluctuations in demand (both up and down) affecting local provision.

Primary Education

- 4.116 To date, the growth in the primary age population in York has been largely due to new housing which has been built across the city. In addition to this

York has, in recent years, experienced a rise in the birth rate, even in areas where no new housing has been built. This trend is reflected at the national level. The combined impact of these factors is reflected in the rising numbers of Reception children on roll in City of York Council Reception classes.

4.117 A full review of education provision across the city has been undertaken to support the Council's School Place Planning Framework (2013). This work indicates that there are a number of supply issues in the primary sector, with priorities for additional places in the following areas.

- Leeman Road (central and south west);
- Clifton/Rawcliffe/Bootham (west and north west);
- Haxby and Wiggington (north), and
- Southbank (south).

Secondary Education

4.118 The city as a whole is expected to run out of Year 7 places in September 2016, but providing additional accommodation in the short to medium term is unlikely to be necessary except in specific areas of the city where demand is currently particularly high, or where other provision has been removed, or where school premises are inadequate. There are three areas of the city where this is the case.

- East of the city;
- Fulford School, and
- South West of the city.

Further Education

4.119 The Council's York Local Area Statement of Need September 2012: For the Provision of learning for young people aged 14-19 or aged up to 25 subject to a learning difficulty assessment (2012) identifies that travel to learn of 16-18 year olds is a very significant feature of the learning offer in York with a net import to York of those living outside of the city, primarily from North Yorkshire and the East Riding, choosing to study in York. The number of residents leaving the area for Further Education studies has significantly reduced from 125 to 34 over the last four years. This, alongside recent national policy changes which will see young people expected to remain in education or training until age 17 years in 2013 and 18 years in 2015 may have particular implications for York College and the city's other post 16 provision. It is anticipated that York College will grow and this could be achieved through the expansion of the current college site.

Future Infrastructure Needs

4.120 There is a critical role to ensure there is the right number of schools, which are educationally and financially viable, of the right size and in the right locations. In York, this is a particularly complex challenge as we have vibrant and changing demographic profiles amongst the population. Given the scale

and location of future housing development and overall increases in birth rates within the York area there will be a need to increase education provision within the primary sector as soon as possible to preempt population increases before they occur. This need will be particularly acute if development comes forward in areas where there is already a lack of primary school capacity as identified above. In the longer term, capacity at the city's secondary schools will need to be addressed, particularly to the south of the city.

Timescales and Funding

- 4.121 The Council has undertaken a comprehensive review of the supply of and demand for education provision, set out in the School Place Planning Framework (2013). This framework identifies future needs and indicates when these are likely to arise, taking account of development assumptions. It then sets out a strategy for responding to these issues. It is one of the main drivers of Council's education capital investment programme. Through the Local Plan the Council will facilitate the expansion needs of York College.
- 4.122 In general terms future education provision will be funded through the following sources:
- developer contributions;
 - public sector education funding;
 - Private Finance Initiative arrangements, and
 - private sector funding.
- 4.123 The level of funding available to the Authority for capital investment in schools is much reduced from previous years. Careful and conscientious planning of how funds are invested thus continues to be paramount. A comprehensive evidence base set out in the School Place Planning Framework (2013) forms a key tool in the Authority's strategic planning of school place provision. In addition funding for education has been included within the Local Plan Viability Assessment (see Para. 2.2)

Responsibility for Delivery

- 4.124 School organisation sits within an extensive legal and policy framework which has been subject to much change over the last five years. The Local Education Authority (City of York Council) has an obligation to ensure sufficient school places are available to meet increased demand arising as a result of new development and rising population levels generally. However, it is clear under the Academies Act (2012) and the Education Act 2011 that there is a reduced role for the Local Education Authority (LEA) in the practical delivery of new school places in academies. The future role for the LEA will be to commission rather than directly provide school places, working in partnership with multiple agencies and other interests to influence where new provision goes and shape what it looks like.

Potential Issues – Risks and Contingencies

- 4.124 The Education Act 2011 makes wide ranging changes to education policy, and reinforces many of the provisions made in earlier legislation (such as the Academies Act 2010) concerning academies, free schools and admissions. Key provisions of the act include a presumption that all new schools will be academies. It is anticipated that proposals are likely to come forward where interested groups feel there is unmet parental demand. There is a detailed scrutiny process carried out by central government before approval is given. Under the Education Act Local Authorities are not able to run a competition process for a new school without the Secretary of State's permission.
- 4.125 The category of a school determines the responsibility for admissions. For community and voluntary controlled schools it is the Council. However, for all other categories of maintained school, academy or free school it is the Governing Body. Whoever is responsible for admissions is known as the Admissions Authority for that particular school. By law, all maintained schools and academies have to comply with the Admissions Code published by the DfE when determining and applying their Admissions Criteria.

Consultation with Delivery Partners

- Involvement of Education colleagues throughout preparation of the Local Plan
- York College consultation responses under the previous Core Strategy process.

Reference Documents

- School Place Planning Framework (2013) CYC
- York Local Area Statement of Need September 2012: For the Provision of learning for young people aged 14-19 or aged up to 25 subject to a learning difficulty assessment (2012) CYC
- Developer Contributions to Educational Facilities – Non-statutory guidance to supplement the draft Local Plan (2007) CYC

Green Infrastructure

Background

- 4.126 Green Infrastructure is the term used for the overarching framework related to all green assets. In broad terms it includes semi-natural habitats such as grasslands, woodlands, moorlands and river corridors; nature reserves and other outdoor destinations; cultural and historic landscapes such as parks and gardens, York's Ings and Strays, historic buildings and ancient monuments; as well as features of the wider rural landscape such as footpaths, hedgerows and game coverts. The historic landscape provides the City and its outlying villages with a rural setting, contributing much to its character. In urban areas, Green Infrastructure assets offer green porosity, absorb pollution and CO₂, and help reduce noise and intrusion. They include open spaces such as

allotments, public parks, cemeteries and previously developed land; significant tracts of garden space and features that provide public access such as canals, towpaths, and cycleways; as well as man-made features such as swales and green roofs on buildings, railway embankments (current and disused), road corridors and cuttings. Areas of public realm also constitute Green Infrastructure where these contain natural elements, such as street trees.

- 4.127 The Council's Open Space, Sport and Recreation Study (2008) identified a total of 657 open space sites in York. This provision ranges from amenity green space and accessible countryside to parks, children's play areas and outdoor sports facilities. This study is currently being updated.

Future Infrastructure Needs

- 4.128 It is critical to achieving the Local Plan vision of protecting the environment that new development is supported by appropriate Green infrastructure. The Council will prepare a green infrastructure strategy for York which will provide information on changes to existing habitats, identify management issues and guide delivery through outlining approaches to creating or enhancing York's Green Infrastructure assets.

- 4.129 In terms of open space, the Open Space, Sport and Recreation Study (2008) identified local needs and set appropriate provision standards to determine what amount of open space would be required to meet existing deficiencies and provide for future residents. These standards cover quantity, quality and accessibility for each type of open space. Using the standards set out in the Open Space, Sport and Recreation Study, Local Plan Policies GI4 and GI5 seek to protect existing open space; enhance the quality of, and increase accessibility to, existing open space; and create new areas of open space where it is needed. This includes the provision of strategic open space in connection with areas of search for urban extensions, if urban extensions are required..

Timescales and Funding

- 4.130 Ongoing. Existing public open spaces are largely funded by the council through existing budgets for maintenance, repairs and improvements. The main source of funding for open space facilities necessary to meet the needs of new residents will be from developers. This will involve funding new open spaces, often on site, and/or improvements in quality of existing open space to meet the standards set out in the Open Space, Sport and Recreation Study (2008).
- 4.131 Other funding may be available from sports federations and investment by sports clubs, as well as from sources such as lottery funding..

Responsibility for Delivery

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

Potential Issues – Risks and Contingencies

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

Consultation with Delivery Partners

- Involvement of colleagues in the Lifelong Learning and Culture team during the production of the Local Plan
- Involvement of colleagues in the Design, Conservation and Sustainable Development team during the production of the Local Plan
- Discussions and meetings with Sport England and Natural England during the preparation of the Core Strategy and continuing this dialogue as we progress the Local Plan.

Reference Documents

- Open Space, Sport and Recreation Study (2008) PMP for CYC
- Leeds City Region Green Infrastructure Strategy (2010) Leeds City Region Partnership
- Biodiversity Audit (2010) CYC
- Biodiversity Action Plan (2013) CYC
- Playing Pitch Strategy (2013) Active York

Community Facilities

Background

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

Future Infrastructure Needs

- 4.135 The Local Plan has an important role to play in ensuring that community facilities are provided in the most effective and accessible way. Existing services must be protected as much as possible however it is also important to get the most out of existing facilities in making sure they are 'fit for purpose'. It is important that service provision keeps pace with new development so that existing and future communities and all sections of it

have satisfactory access to community facilities. Appropriate developer contributions will be important in delivering this. Any new community facilities must be accessible to the communities they serve by walking, cycling and public transport in accordance with the accessibility criteria set out in the transport section.

- 4.136+ The Consultation Draft Built Sports Facilities Strategy (2013) explores the provision of built sports facilities in York and the demand for these facilities to assess whether there is a need for additional provision. The strategy shows only minor shortages in provision of sports hall and artificial grass pitches and a sufficiency of swimming pool space. An action plan is included in the strategy which addresses any shortfalls in provision that have been identified and as such there is currently no requirement for new facilities to be identified. However, as the plan period progresses new demand may arise. Any future demand should, in the first instance, be met through extensions and expansion of existing high quality sustainable sites. Should there be a demonstrable identified gap in provision and suitable infrastructure exists or can be created to manage and maintain a new facility then such a facility will be supported, so long as it is in an appropriately accessible location. There are also other issues highlighted in the action plan around quality and accessibility of some other sports facilities however there are projects in place to bring facilities up to modern standards and improve accessibility to increase participation in sport, as set out in the action plan.
- 4.137 The Childcare Act (2006) requires Local Authorities to carry out a Childcare Sufficiency Assessment which involves consulting a range of groups as to their childcare needs and comparing this to the available provision. The York Childcare Sufficiency Assessment (2012 Refresh) highlights that overall childcare in York reasonably matches the needs of local families. Although there are currently no gaps in provision that are preventing families from accessing childcare the assessment has highlighted that some families are having difficulties in accessing childcare. There are a number of wards where data suggests the childcare market is currently not fully meeting families needs, these include the following; Acomb; Holgate; Micklegate; Bishopthorpe; Heworth Without; Hull Road; and Guildhall. The Guildhall ward in particular is identified as a pressure point due to the fact many people are wanting to make use of City Centre provision but don't live within the ward. The Ward tops the list for parents saying they would like access to childminders, day nurseries, nursery classes, before and after school clubs and holiday schemes.

Timescales and Funding

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

Responsibility for Delivery

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

Potential Issues – Risks and Contingencies

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

Consultation with Delivery Partners

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

Reference Documents

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

5. Summary and Conclusions

- 5.1 The IDP has been prepared to support the Local Plan Preferred Options. It helps to demonstrate that the Local Plan is deliverable, by showing that the physical, social and green infrastructure essential to achieving the strategy can be provided and that potential risks to delivery have been considered, with contingencies identified. The IDP defines the strategic infrastructure types that are important in York and outlines the timescales and funding sources for provision as well as who will be responsible for delivery.
- 5.2 Table 5.1 summarises the findings of the IDP, setting out the infrastructure needs and schemes that have been identified as being essential to delivering the Local Plan. For a range of types of infrastructure, this work has found that accommodating the additional development proposed is not expected to give rise to any strategic infrastructure requirements. These include the ambulance service; the police service; gas, electricity and telecoms provision; and flood mitigation.
- 5.3 The IDP is based on the information available, and provided by delivery partners, at this point in time. However, it is not intended to be a static document and will continue to be reviewed and updated as the Local Plan

progresses toward Examination. It provides a tool to inform the ongoing infrastructure planning work to support York's Local Plan. In particular it will inform the approach to calculating and securing developer contributions for strategic infrastructure and providing infrastructure to service and mitigate the direct local impacts of development through conditions and developer obligations.

5.4 From Table 5.1 it can be seen that substantial investment in infrastructure (circa. £300m for transport alone) will be required to support delivery of the Local Plan over a period of 15 Years. Furthermore, although the Local Plan Transport Infrastructure Investment Requirements Study shows approximately £135m of this secured leaving a n approximate £171m funding 'gap' the Council is confident that its actions to bridge this gap will be successful. Past successes that support this confidence include:

- York has secured approximately £90m funding for transport schemes since 2002/03;
- York has secured more than £48m for the construction of new schools

Table 5.1: Summary of Essential Strategic Infrastructure

Identified strategic infrastructure need	How the need will be addressed	Components	Estimated cost (£ million) ¹	Timescales (short, medium or long term) ²	Responsibility for Delivery	Funding Source	Comments / (Policy Link)
Infrastructure Type – Transport Highway³							
a) Congestion on A1237 Outer Ring Road	At Grade Dualling of A1237	<ul style="list-style-type: none"> • HA10 - Carriageway enhancements to the A1237 to improve traffic flow and journey time reliability along it. Upgrading entire length of A1237 to dual carriageway standard. 	111.9	Long	<ul style="list-style-type: none"> • CYC 	<ul style="list-style-type: none"> • TBC 	T4
b) Congestion at A1237 Outer Ring Road Junctions	Junction upgrades A1237 Junctions.	<ul style="list-style-type: none"> • Junction upgrades to: • Wetherby Road, • Great North Way, • Clifton Moor Gate, • Wigginton Road, • Haxby Road, • Strensall Road, and • North Lane. 	35.2	Short - Medium	<ul style="list-style-type: none"> • CYC 	West Yorkshire + Transport Fund	T4
c) Congestion at A64 Junctions	A64 Junction upgrades	<ul style="list-style-type: none"> • Grimston Bar Interchange upgrade 	<10	Medium	<ul style="list-style-type: none"> • CYC / HA 	<ul style="list-style-type: none"> • CYC and East Riding 	T4
d) Congestion on Radial Routes	No Priority Highway Schemes						
e) Congestion on Inner Ring Road	James Street Link Road	<ul style="list-style-type: none"> • James Street Link Road Phase II 	1.6	Short	<ul style="list-style-type: none"> • CYC / Developer 	<ul style="list-style-type: none"> • Developer funded with CYC contribution 	T4
f) Supporting Access to	Highway Access	<ul style="list-style-type: none"> • ST7 Land East of Metcalfe Lane – Link 	Unknown	Medium to Long	<ul style="list-style-type: none"> • CYC / Developer 	<ul style="list-style-type: none"> • Developer 	T1, T4

Identified strategic infrastructure need	How the need will be addressed	Components	Estimated cost (£ million) ¹	Timescales (short, medium or long term) ²	Responsibility for Delivery	Funding Source	Comments / (Policy Link)
Strategic Sites	Schemes	Road <ul style="list-style-type: none"> • ST15 Whinthorpe – A64 grade separated junction 					
	Junction Upgrades to wider road network	• Rawcliffe Bar roundabout	<1.0	Medium to Long	• Developer / CYC	• Developer	T1, T4
		• Clifton Moor Gate roundabout	<1.0	Medium to Long	• Developer / CYC	• Developer	T1, T4
		• Wigginton Road roundabout	<1.0	Medium to Long	• Developer / CYC	• Developer	T1, T4
		• A19 / A64 - Designer Outlet	<5.0	Medium to Long	• Developer / CYC	• Developer	T1, T4
		• A64 / A1237 - Askham Bryan	<5.0	Medium to Long	• Developer / CYC	• Developer	T1, T4
		• Westfield Lane / Mill Lane, Wigginton	<5.0	Medium to Long	• Developer / CYC	• Developer	T1, T4
		• New roundabout Monks Cross Link	<5.0	Medium to Long	• Developer / CYC	• Developer	T1, T4
		• Monks Cross Drive roundabout	<5.0	Medium to Long	• Developer / CYC	• Developer	T1, T4
g) Improving Accessibility and Connectivity	No Priority Highway Schemes						
h) Improving Connections by Rail	No Priority Highway Schemes						
Infrastructure Type – Public Transport Bus ³							
a) Congestion	No Priority PT						

Identified strategic infrastructure need	How the need will be addressed	Components	Estimated cost (£ million) ¹	Timescales (short, medium or long term) ²	Responsibility for Delivery	Funding Source	Comments / (Policy Link)
on A1237 Outer Ring Road	Bus Schemes						
b) Congestion at A1237 Outer Ring Road Junctions	Junction Upgrades with Bus Priority	<ul style="list-style-type: none"> Askham Bar, Moor Lane, York College: Potential medium-term improvements to roundabout such as signalisation. 	0.2	Medium	<ul style="list-style-type: none"> CYC 	<ul style="list-style-type: none"> BBAF and/or LTP 	T2
		<ul style="list-style-type: none"> Haxby Road approaches to Ring Road: Potential long-term scheme for junction improvement and bus lane approaches. 	Accounted for in Haxby Road A1237 upgrade	Long	<ul style="list-style-type: none"> CYC 	<ul style="list-style-type: none"> WY+TF / CYC 	T2
		<ul style="list-style-type: none"> Huntington Road approaches to Ring Road: Potential long-term scheme for junction improvement and bus lane approaches. 	Accounted for in Strensall Road A1237 upgrade	Long	<ul style="list-style-type: none"> CYC 	<ul style="list-style-type: none"> WY+TF / CYC 	T2
c) Congestion at A64 Junctions	Junction Upgrades with Bus Priority	<ul style="list-style-type: none"> Hull Road approaches to A64 junction: Potential long-term scheme to increase junction capacity and/or provide bus lanes on the approaches. 	2.0	Long	<ul style="list-style-type: none"> CYC 	<ul style="list-style-type: none"> Developer / WY+TF 	T2

Identified strategic infrastructure need	How the need will be addressed	Components	Estimated cost (£ million) ¹	Timescales (short, medium or long term) ²	Responsibility for Delivery	Funding Source	Comments / (Policy Link)
<i>d) Congestion on Radial Routes</i>	Park and Ride Improvements	<ul style="list-style-type: none"> A19 Bus Lanes and Designer Outlet Park & Ride access improvements plus new junction at Germany Beck (ST22) 	4.7	Short	<ul style="list-style-type: none"> CYC / Developer 	<ul style="list-style-type: none"> Local Pinch Point 	T2
		<ul style="list-style-type: none"> New Park & Ride at Clifton Moor with associated bus priority measures on B1363 Wigginton Road. 	9.8	Medium	<ul style="list-style-type: none"> CYC / Developer 	<ul style="list-style-type: none"> WY+TF / Developer Contributions 	T2
		<ul style="list-style-type: none"> Further expansion of Park & Ride services in the city (e.g. relocation and expansion of the Designer Outlet[®] Park & Ride facility). 	unknown	Short	<ul style="list-style-type: none"> CYC / Developer 	<ul style="list-style-type: none"> Developer Contributions / CYC 	T2
	Bus Priority Measures and UTMC Measures	<ul style="list-style-type: none"> St Helens Road / Tadcaster Road junction: Potential short-term scheme for bus lanes on approaches to the junction. 	0.2	Short	<ul style="list-style-type: none"> CYC 	<ul style="list-style-type: none"> BBAF and/or LTP 	T2
		<ul style="list-style-type: none"> Haxby Road / Haley's Terrace roundabout: Potential short-term improvements to roundabout such as signalisation. 	0.2	Short	<ul style="list-style-type: none"> CYC 	<ul style="list-style-type: none"> BBAF and/or LTP 	T2
		<ul style="list-style-type: none"> Fulford Road: Potential 	5.0	Short	<ul style="list-style-type: none"> CYC 	<ul style="list-style-type: none"> WY+TF 	T2

Identified strategic infrastructure need	How the need will be addressed	Components	Estimated cost (£ million) ¹	Timescales (short, medium or long term) ²	Responsibility for Delivery	Funding Source	Comments / (Policy Link)
		short-term schemes to introduce bus priority lanes. Proximity merits 'whole corridor' approach.					
		• Tadcaster Road Corridor – Improvements on Blossom Street – possible gyratory, SCOOT upgrade.	5.0	Medium	• CYC	• WY+TF	T2
		• Acomb Road Corridor – SCOOT upgrade	<0.1	Short	• CYC	• WY+TF	T2
		• Leeman Road / Shipton Road Corridor – Clifton Green bus priority scheme, SCOOT upgrade.	1.5	Short	• CYC	• WY+TF	T2
		• Malton Road Corridor – Signals upgrade to bring corridor into UTMC system	0.2	Short	• CYC	• WY+TF	T2
		• Hull Road Corridor – Hull Road bus priority scheme, SCOOT upgrade.	2.5	Medium	• CYC	• WY+TF	T2
e) Congestion on Inner Ring Road	Bus Priority Measures and UTMC	• Clarence St / Gillygate / Lord Mayors Walk bus/cycle priority measures.	0.25	Short	• CYC	• BBAF	T2

Identified strategic infrastructure need	How the need will be addressed	Components	Estimated cost (£ million) ¹	Timescales (short, medium or long term) ²	Responsibility for Delivery	Funding Source	Comments / (Policy Link)
		<ul style="list-style-type: none"> Exhibition Square Interchange Project 	0.4	Short to Medium	<ul style="list-style-type: none"> CYC 	<ul style="list-style-type: none"> BBAF 	T2
		<ul style="list-style-type: none"> City Centre Interchange - construction of an improved bus interchange on Rougier Street 	0.5	Short	<ul style="list-style-type: none"> CYC 	<ul style="list-style-type: none"> BBAF 	T2
		<ul style="list-style-type: none"> Other targeted junction, highway or public transport infrastructure enhancements as set out in the Local Transport Plan 2011-2031 (LTP3) and subsequent investment programmes 	3.8	Short, Medium, Long	<ul style="list-style-type: none"> CYC 	<ul style="list-style-type: none"> LTP3 	T2, T4
		<ul style="list-style-type: none"> Fawcett Street/Kent Street / Heslington Road / Lawrence Street: Potential long-term scheme for gyratory using Lawrence Street, Green Dykes Lane, Heslington Road 	1.0	Long	<ul style="list-style-type: none"> CYC 	<ul style="list-style-type: none"> WY+TF 	T2, T4
		<ul style="list-style-type: none"> Access York Phase 2 PT Improvements 2 – Package of physical measures to improve bus fleet and bus services in York City 	7.0	Short, Medium, Long	<ul style="list-style-type: none"> PT Operators / CYC 	<ul style="list-style-type: none"> WY+TF 	T2

Identified strategic infrastructure need	How the need will be addressed	Components	Estimated cost (£ million) ¹	Timescales (short, medium or long term) ²	Responsibility for Delivery	Funding Source	Comments / (Policy Link)
		Centre					
		<ul style="list-style-type: none"> City Wide: Short-term improvements to urban traffic control system 	2.0	Short	<ul style="list-style-type: none"> CYC 	<ul style="list-style-type: none"> WY+TF 	T2
		<ul style="list-style-type: none"> City Wide: Long-term traffic restraint measures in the city centre 	10	Long	<ul style="list-style-type: none"> CYC 	<ul style="list-style-type: none"> WY+TF 	T2
f) Supporting Access to Strategic Sites	Provision of new Bus Services	<ul style="list-style-type: none"> York Central Access and Station Frontage (Bus interchange and Queen Street Bridge demolition) 	33	Medium to Long	<ul style="list-style-type: none"> CYC / Developer 	<ul style="list-style-type: none"> £27m WY+TF and £6.0m Developer Contributions 	T1, T2, T3, T8
		<ul style="list-style-type: none"> Millfield Lane: Provision of bus stops on A59 with frequent service (ST2) 	0.1	Short, Medium, Long	<ul style="list-style-type: none"> Developer / PT Operator 	<ul style="list-style-type: none"> Developer 	T1, T2, T8
		<ul style="list-style-type: none"> Provision of accessible bus stops on Hull Road with additional service frequency. (ST4 and ST6) 	<0.5	Short, Medium, Long	<ul style="list-style-type: none"> Developer / PT Operator 	<ul style="list-style-type: none"> Developer 	T1, T2, T8
		<ul style="list-style-type: none"> Potential long term scheme for segregated route on Derwent Valley Railway alignment or alternative road based scheme on Hull Road (ST7) 	Not Costed	Long	<ul style="list-style-type: none"> CYC / Developer / PT Operator 	<ul style="list-style-type: none"> Developer 	T6, T8 Included as an exceptional item in site viability assessment
		<ul style="list-style-type: none"> New bus service or augmented existing service to Metcalfe Lane 	1.0	Short, Medium, Long	<ul style="list-style-type: none"> Developer / PT Operator 	<ul style="list-style-type: none"> Developer 	T1, T2, T8

Identified strategic infrastructure need	How the need will be addressed	Components	Estimated cost (£ million) ¹	Timescales (short, medium or long term) ²	Responsibility for Delivery	Funding Source	Comments / (Policy Link)
		(ST7)					
		<ul style="list-style-type: none"> Potential improvements to Heworth Green / Malton Road roundabout (ST8) 	1.0	Short, Medium, Long	<ul style="list-style-type: none"> CYC / Developer / PT Operator 	<ul style="list-style-type: none"> Developer / CYC 	T1, T2, T8
		<ul style="list-style-type: none"> New bus service or augmented existing service to Land north of Monks Cross (ST8) 	1.0	Short, Medium, Long	<ul style="list-style-type: none"> Developer / PT Operator 	<ul style="list-style-type: none"> Developer 	T1, T2, T8
		<ul style="list-style-type: none"> Long term additional bus priority measures on the Malton Road corridor (ST8) 	0.5	Long	<ul style="list-style-type: none"> Developer / CYC 	<ul style="list-style-type: none"> Developer 	T1, T2, T8
		<ul style="list-style-type: none"> Reroute existing bus service through site at Manor Heath Road, Copmanthorpe (ST12) 	0.1	Short, Medium, Long	<ul style="list-style-type: none"> Developer / PT Operator 	<ul style="list-style-type: none"> Developer 	T1, T2, T8
		<ul style="list-style-type: none"> Augment existing bus service with new route and higher frequency, servicing Moor Lane, Copmanthorpe (ST13) 	0.25	Short, Medium, Long	<ul style="list-style-type: none"> Developer / PT Operator 	<ul style="list-style-type: none"> Developer 	T1, T2, T8
		<ul style="list-style-type: none"> Longer term intervention at Wigginton Road / Huntington Road to improve accessibility (ST9 and ST14) 	2.0	Long	<ul style="list-style-type: none"> CYC / Developer / PT Operator 	<ul style="list-style-type: none"> Developer 	T1, T2, T8
		<ul style="list-style-type: none"> New link road along the former rail line between 	2.0	Long	<ul style="list-style-type: none"> CYC / Developer 	<ul style="list-style-type: none"> Developer 	T1, T2, T8

Identified strategic infrastructure need	How the need will be addressed	Components	Estimated cost (£ million) ¹	Timescales (short, medium or long term) ²	Responsibility for Delivery	Funding Source	Comments / (Policy Link)
		the Wigginton Road / Crichton Road junction and Haxby Road, or using a route through the Nestle site to create a traffic gyratory with possible contra-flow bus lanes					
		<ul style="list-style-type: none"> Bus only underpass across A1237 into Clifton Moor (ST14) 	Not Costed	Short, Medium, Long	<ul style="list-style-type: none"> CYC / Developer / PT Operator 	<ul style="list-style-type: none"> Developer 	T1, T2, T8 Included as an exceptional item in site viability assessment
		<ul style="list-style-type: none"> New dedicated bus route (Common Lane upgrade) and service linking the site to with traffic management intervention on approach to Inner Ring Road (ST15) 	Not Costed	Short, Medium, Long	<ul style="list-style-type: none"> CYC / Developer / PT Operator 	<ul style="list-style-type: none"> Developer 	T1, T2, T8 Included as an exceptional item in site viability assessment
		<ul style="list-style-type: none"> Public transport only route through the eastern end of Germany Beck development into the highway network at Heslington Lane (ST22). A dedicated bus-only route through Walmgate Stray to link into the interventions identified 	5.0	Long	<ul style="list-style-type: none"> Developer / PT Operator 	<ul style="list-style-type: none"> Developer 	T1, T2, T8

Identified strategic infrastructure need	How the need will be addressed	Components	Estimated cost (£ million) ¹	Timescales (short, medium or long term) ²	Responsibility for Delivery	Funding Source	Comments / (Policy Link)
		for ST15 (only possible if BB13 goes ahead)					
<i>g) Improving Accessibility and Connectivity</i>	Bus Interchange / Priority upgrades	• Manor Lane / Hurricane Way link, Clifton	<0.5	Medium	• CYC	• To be sought	T1, T2, T8
		• York Railway Station – New public transport turn around and interchange facility.	Not Costed	Medium to Long	• CYC / Network Rail / PT Operators	• To be sought	T2, T3
<i>h) Improving Connections by Rail</i>	No Priority PT Bus Schemes						
Infrastructure Type – Public Transport Rail ³							
<i>a) Congestion on A1237 Outer Ring Road</i>	No Priority PT Rail Schemes						
<i>b) Congestion at A1237 Outer Ring Road Junctions</i>	No Priority PT Rail Schemes						
<i>c) Congestion at A64 Junctions</i>	No Priority PT Rail Schemes						
<i>d) Congestion on Radial Routes</i>	No Priority PT Rail Schemes						
<i>e) Congestion on Inner Ring Road</i>	No Priority PT Rail Schemes						
<i>f) Supporting</i>	No Priority PT						

Identified strategic infrastructure need	How the need will be addressed	Components	Estimated cost (£ million) ¹	Timescales (short, medium or long term) ²	Responsibility for Delivery	Funding Source	Comments / (Policy Link)
<i>Access to Strategic Sites</i>	Rail Schemes						
<i>g) Improving Accessibility and Connectivity</i>	No Priority PT Rail Schemes						
<i>h) Improving Connections by Rail</i>	New Stations / Sidings	<ul style="list-style-type: none"> Provision of a new railway station at Haxby. 	4.5	Medium	<ul style="list-style-type: none"> CYC / Network Rail 	<ul style="list-style-type: none"> CYC / New Stations Fund, WY+TF 	T2
		<ul style="list-style-type: none"> Safeguarded Site: Freight sidings at Hessay 	<0.5	Short, Medium, Long	<ul style="list-style-type: none"> Developer 	<ul style="list-style-type: none"> Developer / Network Rail 	T2
	Parking Improvements, Station Upgrades and Increasing Rail Capacity	<ul style="list-style-type: none"> HS2 Infrastructure options to maximise future opportunities 	Not Costed	Short	<ul style="list-style-type: none"> CYC 	<ul style="list-style-type: none"> CYC 	T2, T3
		<ul style="list-style-type: none"> Progress and build the Harrogate Line Business Case and associated infrastructure requirements 	Not Costed	Short	<ul style="list-style-type: none"> Network Rail 	<ul style="list-style-type: none"> Network Rail 	T2, T3
		<ul style="list-style-type: none"> Consider improvements to the bus and rail Park & Ride network to facilitate use by rail passengers 	<0.5	Short	<ul style="list-style-type: none"> CYC / Network Rail 	<ul style="list-style-type: none"> CYC / Network Rail 	T2, T3
		<ul style="list-style-type: none"> Improvements to York station to increase capacity, along with access and signage 	Not Costed	Short	<ul style="list-style-type: none"> CYC / Network Rail 	<ul style="list-style-type: none"> CYC / Network Rail 	T3
		<ul style="list-style-type: none"> Use the York Station 	<0.5	Medium	<ul style="list-style-type: none"> Network Rail 	<ul style="list-style-type: none"> CYC / Network Rail 	T3, T5

Identified strategic infrastructure need	How the need will be addressed	Components	Estimated cost (£ million) ¹	Timescales (short, medium or long term) ²	Responsibility for Delivery	Funding Source	Comments / (Policy Link)
		Masterplan to consider the future role of walking, cycle and car parking					
		<ul style="list-style-type: none"> Examine the potential for station and parking improvements at other local stations 	<1.0	Medium	<ul style="list-style-type: none"> CYC / Network Rail 	<ul style="list-style-type: none"> CYC / Network Rail 	T2, T7
		<ul style="list-style-type: none"> Extensions to provide a fully electrified local network 		Long	<ul style="list-style-type: none"> Network Rail 	<ul style="list-style-type: none"> Network Rail 	T3
		<ul style="list-style-type: none"> York to become the rail hub and gateway for York and North Yorkshire 		Long	<ul style="list-style-type: none"> CYC / Network Rail 	<ul style="list-style-type: none"> Network Rail 	T3

Infrastructure Type – Pedestrian and Cycle Improvements ³

a) Congestion on A1237 Outer Ring Road	No Priority Ped / Cycle Schemes						
b) Congestion at A1237 Outer Ring Road Junctions	No Priority Ped / Cycle Schemes						
c) Congestion at A64 Junctions	No Priority Ped / Cycle Schemes						
d) Congestion on Radial	No Priority Ped / Cycle						

Identified strategic infrastructure need	How the need will be addressed	Components	Estimated cost (£ million) ¹	Timescales (short, medium or long term) ²	Responsibility for Delivery	Funding Source	Comments / (Policy Link)
<i>Routes</i>	Schemes						
<i>e) Congestion on Inner Ring Road</i>	No Priority Ped / Cycle Schemes No Priority Ped / Cycle Schemes						
<i>f) Supporting Access to Strategic Sites</i>	No Priority Ped / Cycle Schemes						
<i>g) Improving Accessibility and Connectivity</i>	Pedestrian and Cycle Links	<ul style="list-style-type: none"> Links to the new interchange with further links from this to the south-western quadrant of the city centre 	<5.0	Short, Medium, Long	<ul style="list-style-type: none"> Developers / CYC 	<ul style="list-style-type: none"> To be sought 	T5
		<ul style="list-style-type: none"> Links to York Central site through the station (including pedestrian crossings of the lines) 	<5.0	Short, Medium, Long	<ul style="list-style-type: none"> Developers / CYC 	<ul style="list-style-type: none"> To be sought 	T3, T5
		<ul style="list-style-type: none"> Pedestrian / cycle bridge across the River Ouse between Lendal Bridge and Scarborough Bridge, linking the York Central development site with the north bank of the River Ouse. (Alternatively, enhance the pedestrian/cycle path on Scarborough 	<5.0	Long	<ul style="list-style-type: none"> Developers / CYC 	<ul style="list-style-type: none"> To be sought 	T5

Identified strategic infrastructure need	How the need will be addressed	Components	Estimated cost (£ million) ¹	Timescales (short, medium or long term) ²	Responsibility for Delivery	Funding Source	Comments / (Policy Link)
		Bridge in the short-term, following replacement of the bridge deck by Network Rail in early 2015)					
		• Improved way finding and signage	<1.0	Short, Medium, Long	• CYC	• To be sought	T5
		• Pedestrian / cycle link from the former British Sugar site to York Central via Water End.	0.5	Short	• Developer / CYC	• Developer	T5
		• Pedestrian / cycle bridges across the York-Harrogate-Leeds rail line and the East Coast Main Line to facilitate movement between the former British Sugar site, York Business Park and the west bank of the River Ouse (including a potential tram-train halt in the vicinity of the York Business Park).	<5.0	Medium	• Developer / CYC	• Developer / CYC	T5
		• Pedestrian / cycle bridge across the River Ouse south of Lendal Bridge connecting Tanner Row with the north side of the	<5.0	Long	• Developer / CYC	• Developer / CYC	T5

Identified strategic infrastructure need	How the need will be addressed	Components	Estimated cost (£ million) ¹	Timescales (short, medium or long term) ²	Responsibility for Delivery	Funding Source	Comments / (Policy Link)
		River Ouse in between the Guildhall and City Screen					
		<ul style="list-style-type: none"> • Pedestrian / cycle bridges across the River Foss (as part of the re-development of the Castle / Piccadilly area) 	<2.0	Long	<ul style="list-style-type: none"> • Developer / CYC 	<ul style="list-style-type: none"> • Developer / CYC 	T5
		<ul style="list-style-type: none"> • Other individual strategic cycle schemes 	3.7	Short, Medium, Long	<ul style="list-style-type: none"> • Developer / CYC 	<ul style="list-style-type: none"> • Developer / CYC 	T5
		<ul style="list-style-type: none"> • Extending the Footstreets to include Fossgate 	0.3	Short	<ul style="list-style-type: none"> • CYC 	<ul style="list-style-type: none"> • To be sought 	T5
		<ul style="list-style-type: none"> • Selective measures for Micklegate 	0.5	Short	<ul style="list-style-type: none"> • CYC 	<ul style="list-style-type: none"> • To be sought 	T5
		<ul style="list-style-type: none"> • High quality walk and cycle link to Monks Cross Park & Ride Interchange (ST11) 	Not Costed	Short, Medium, Long	<ul style="list-style-type: none"> • Developer / CYC 	<ul style="list-style-type: none"> • Developer / CYC 	T5
<i>h) Improving Connections by Rail</i>	No Priority Ped / Cycle Schemes						
Infrastructure Type – Transport Demand Management ³							
a) Congestion on A1237 Outer Ring Road	No Priority Demand Management Schemes						
b) Congestion at	No Priority						

Identified strategic infrastructure need	How the need will be addressed	Components	Estimated cost (£ million) ¹	Timescales (short, medium or long term) ²	Responsibility for Delivery	Funding Source	Comments / (Policy Link)
A1237 Outer Ring Road Junctions	Demand Management Schemes						
<i>c) Congestion at A64 Junctions</i>	No Priority Demand Management Schemes						
<i>d) Congestion on Radial Routes</i>	Demand Management on Radial Routes	<ul style="list-style-type: none"> • Various demand management measures on radial, orbital and city centre routes to lock-in the benefits of other network improvements 	Not Costed	Short, Medium, Long	<ul style="list-style-type: none"> • CYC 	<ul style="list-style-type: none"> • To be sought 	T7
<i>e) Congestion on Inner Ring Road</i>	Freight Consolidation	<ul style="list-style-type: none"> • Freight Consolidation Centre at site near Askham Bryan 	<0.5	Short to Medium	<ul style="list-style-type: none"> • Developer 	<ul style="list-style-type: none"> • Developer 	T9
	Improved / Revised Parking Provision	<ul style="list-style-type: none"> • Develop more effective marketing of Park & Ride as a high quality parking facility as well as a public transport service. • The marketing campaigns associated with the opening of new sites at Askham Bar and Poppleton Bar should be used as an imminent opportunity to implement this. 	<0.1	Short	<ul style="list-style-type: none"> • CYC 	<ul style="list-style-type: none"> • To be sought 	T7

Identified strategic infrastructure need	How the need will be addressed	Components	Estimated cost (£ million) ¹	Timescales (short, medium or long term) ²	Responsibility for Delivery	Funding Source	Comments / (Policy Link)
		<ul style="list-style-type: none"> Improve information concerning car parking for visitors (including private car parks and Park and Ride) in partnership with Visit York 	<0.1	Short	<ul style="list-style-type: none"> CYC 	<ul style="list-style-type: none"> To be sought 	T7
		<ul style="list-style-type: none"> Implementation of signage strategy 	<2.5	Short	<ul style="list-style-type: none"> CYC 	<ul style="list-style-type: none"> To be sought 	T7
		<ul style="list-style-type: none"> Seek to improve the City of York sponsored YorkLIVE app (which includes parking information) to provide real time car park information alongside a reinvigorated car park VMS system 	<0.1	Short	<ul style="list-style-type: none"> CYC 	<ul style="list-style-type: none"> To be sought 	T7
		<ul style="list-style-type: none"> Increase disabled parking provision in off-street car parks – opportunity to incrementally improve high quality disabled parking provision at off-street car parks to meet required levels of provision 	<1.0	Short	<ul style="list-style-type: none"> CYC / Developer 	<ul style="list-style-type: none"> To be sought 	T7
		<ul style="list-style-type: none"> Implementation of improved layout at 	<1.0	Short	<ul style="list-style-type: none"> CYC / Developer 	<ul style="list-style-type: none"> To be sought 	T7

Identified strategic infrastructure need	How the need will be addressed	Components	Estimated cost (£ million) ¹	Timescales (short, medium or long term) ²	Responsibility for Delivery	Funding Source	Comments / (Policy Link)
		Castle car park					
		<ul style="list-style-type: none"> Implementation of improved layout at Nunnery Lane car park 	<1.0	Short	<ul style="list-style-type: none"> CYC / Developer 	<ul style="list-style-type: none"> To be sought 	T7
		<ul style="list-style-type: none"> Redevelop the Castle Mills car park to provide a high quality, increased capacity facility to improve parking stock in south eastern quadrant 	<5.0	Medium	<ul style="list-style-type: none"> CYC / Developer 	<ul style="list-style-type: none"> Capital Receipts 	T7
		<ul style="list-style-type: none"> Remove on street bays from northern extent of Piccadilly alongside any extension to the Footstreets to this area 	Not Costed	Medium to Long	<ul style="list-style-type: none"> CYC / Developer 	<ul style="list-style-type: none"> Cost absorbed as part of wider public realm scheme 	T7
		<ul style="list-style-type: none"> Consult with rail station operator regarding minimising impact of station car park on public realm improvements achieved as part of removal of Queen Street Flyover 	<0.1	Medium to Long	<ul style="list-style-type: none"> CYC / Network Rail 	<ul style="list-style-type: none"> To be sought 	T3, T7
<i>f) Supporting Access to Strategic Sites</i>	No Priority Demand Management Schemes						
<i>g) Improving Accessibility and Connectivity</i>	No Priority Demand Management						

Identified strategic infrastructure need	How the need will be addressed	Components	Estimated cost (£ million) ¹	Timescales (short, medium or long term) ²	Responsibility for Delivery	Funding Source	Comments / (Policy Link)
	Schemes						
<i>h) Improving Connections by Rail</i>	No Priority Demand Management Schemes						
Infrastructure Type - Health							
Increased demand for new clinical accommodation at York District Hospital	Masterplan to redevelop parts of the existing hospital site	To be determined in the Masterplan	TBD	Medium term	<ul style="list-style-type: none"> GP Clinical Commissioning Groups 	<ul style="list-style-type: none"> Public sector funding 	
Additional GP provision to address cumulative impact of increase in population.	Could be provided through the expansion of existing surgeries, branch surgeries, extended opening or alternative services.	No specific schemes identified	TBD	Ongoing	<ul style="list-style-type: none"> Yorkshire and Humber NHS Commissioning Board 	<ul style="list-style-type: none"> Private investment Developer contributions (S106 on large sites) 	
Infrastructure Type – Affordable Housing							
Affordable homes	Providing Affordable Homes	<ul style="list-style-type: none"> Grant funded developments with the Homes and Communities Agency. 	TBD	Ongoing	<ul style="list-style-type: none"> Developers, CYC 	<ul style="list-style-type: none"> Homes and Communities Agency grant funding 	

Identified strategic infrastructure need	How the need will be addressed	Components	Estimated cost (£ million) ¹	Timescales (short, medium or long term) ²	Responsibility for Delivery	Funding Source	Comments / (Policy Link)
		<ul style="list-style-type: none"> Bringing empty homes back into use and maximising the best use of existing homes. Provision of new affordable homes on market residential development schemes 	TBD	Ongoing	<ul style="list-style-type: none"> Developers 	<ul style="list-style-type: none"> Private sector development funding (S106) 	
Infrastructure Type – Emergency Services							
Additional fire station facilities	New stations and better use of existing stations	<ul style="list-style-type: none"> Potential redevelopment of existing station on Clifford Street. 	1.5	Short term	<ul style="list-style-type: none"> North Yorkshire Fire and Rescue Service 	<ul style="list-style-type: none"> Public sector funding 	<ul style="list-style-type: none"> Refurbishment or disposal to be confirmed.
Infrastructure Type – Water Infrastructure							
Potential lack of capacity at some waste water treatment works (WWTW)	Increasing capacity	No specific schemes currently identified.	TBD	Medium term	<ul style="list-style-type: none"> Yorkshire Water 	<ul style="list-style-type: none"> Yorkshire Water. Developer contributions (S106) 	<ul style="list-style-type: none"> If taken into account in their Asset Management Plan 2015-2020 and subsequent updates If development sites in areas without capacity come

Identified strategic infrastructure need	How the need will be addressed	Components	Estimated cost (£ million) ¹	Timescales (short, medium or long term) ²	Responsibility for Delivery	Funding Source	Comments / (Policy Link)
							forward before 2015-2020, developers will be expected to contribute to the upgrading of a WWTW

Infrastructure Type – Renewable Energy

New renewable energy infrastructure to help achieve carbon targets.	Provision will be through individual developments and freestanding renewable energy schemes.	No specific schemes identified.	TBD	Ongoing	<ul style="list-style-type: none"> • Developers energy companies • CYC Communities. 	<ul style="list-style-type: none"> • Private sector funding • Developer provision/contributions (CIL/S106) • Feed-In Tariffs • Energy Service Companies • Local Energy Assistance • Renewable Heat Incentive (RHI) • Green Investment Bank. 	<ul style="list-style-type: none"> • Will be sought
---	--	---------------------------------	-----	---------	---	--	--

Infrastructure Type – Waste

Identified strategic infrastructure need	How the need will be addressed	Components	Estimated cost (£ million) ¹	Timescales (short, medium or long term) ²	Responsibility for Delivery	Funding Source	Comments / (Policy Link)
Waste capacity	Additional facilities to deal with residual municipal waste.	Allerton Waste Recovery Park (subject to planning application)	65	Short to medium term	<ul style="list-style-type: none"> • CYC • North Yorkshire County Council (NYCC) 	<ul style="list-style-type: none"> • CYC and NYCC Private Finance Initiative (PFI) • Developer contributions 	<ul style="list-style-type: none"> • Judicial review of Government's decision to withdraw PFI is being pursued • Will be sought as necessary
Infrastructure Type – Education							
Need for increased education provision at both the primary and secondary levels. Potential expansion at York College.	Determined as development schemes come forward as need dependent on type and mix of scheme.	No specific schemes identified.	TBD	Ongoing	<ul style="list-style-type: none"> • CYC • Academies 	<ul style="list-style-type: none"> • Developer contributions (CIL/S106); • Public sector education funding; • Private Finance Initiative arrangements; and • Private sector funding. 	<ul style="list-style-type: none"> • Will be sought
Infrastructure Type – Green Infrastructure (including open space)							

Identified strategic infrastructure need	How the need will be addressed	Components	Estimated cost (£ million) ¹	Timescales (short, medium or long term) ²	Responsibility for Delivery	Funding Source	Comments / (Policy Link)
Additional / improved open space to meet the needs of new development.	Determined as development schemes come forward	No specific schemes identified.	TBD	Ongoing	<ul style="list-style-type: none"> • CYC • Developers 	<ul style="list-style-type: none"> • Developer provision / contributions 	<ul style="list-style-type: none"> • Will be sought

Infrastructure Type – Community Facilities

Potential lack of sufficient community facilities	Additional / improved community facilities to meet the needs of new development.	No specific schemes identified. .	TBD	Ongoing	<ul style="list-style-type: none"> • CYC, • Developers, • Private companies such as sports facilities operators, • Charities, community groups and other third sector organisations 	<ul style="list-style-type: none"> • Public sector funding • Private sector funding • Other funding available to 3rd sector organisations, e.g. lottery funding. • Developer provision/ contributions 	<ul style="list-style-type: none"> • Will be sought
---	--	-----------------------------------	-----	---------	---	---	--

Identified strategic infrastructure need	How the need will be addressed	Components	Estimated cost (£ million) ¹	Timescales (short, medium or long term) ²	Responsibility for Delivery	Funding Source	Comments / (Policy Link)
--	--------------------------------	------------	---	--	-----------------------------	----------------	--------------------------

Notes to Table

- 1 Cost estimates will be updated and refined as the Local Plan progresses towards Examination
- 2 Short term 2013-19, medium-term 2019-2024 and long-term 2024-2030 (and beyond)
- 3 For more details on the schemes see the [Transport Infrastructure Investment Requirements Report \(2014\)](#)

