

North Yorkshire Council

Executive Member for Open to Business 24 June 2024

West Harrogate Infrastructure Delivery Strategy and Update to Infrastructure Delivery Schedule

Report of the Corporate Director of Community Development

1.0 PURPOSE OF REPORT

- 1.1 To agree the West Harrogate Infrastructure Delivery Schedule (WHIDS) and publish it on the Council website.
- 1.2 To agree the update to the Infrastructure Delivery Schedule (IDS) information and publish it on the Council website.

2.0 BACKGROUND

- 2.1 Delivering large scale housing development and associated infrastructure, either as a stand-alone settlement or as an extension to an existing community, is a huge challenge. It requires the consideration of a wide variety of issues, including an overall approach to quality and placemaking, and a robust approach to a delivery strategy. The role of the local authority in navigating through this minefield is crucial. Strong leadership, messaging and project management helps to establish and maintain a suitable collaborative approach, with promoters, landowners and stakeholders coming together to recognise the mutual benefits of an integrated delivery process.
- 2.2 The large sites to the West of Harrogate are proposed to deliver approximately 2,000 new homes, together with new employment provision. Critical to support this proposed growth is the provision of relevant social/community infrastructure and services. This includes primary school provision, local centres, sports pitches, open space, bus routes, footpaths and cycle ways. There will also be off-site infrastructure improvements associated with the development schemes, in particular alterations/improvements to the local highway network/junctions.
- 2.3 The adopted Harrogate District Local Plan 2014 - 2035 identifies several sites on the western side of Harrogate for the delivery of new housing and employment provision, key services and facilities with associated transport, education and green and blue infrastructure. These sites form a key part of the Local Plan growth strategy and their delivery will contribute to the Council's housing land supply.
- 2.4 In February 2022, Harrogate Borough Council published a West Harrogate Parameters Plan (WHPP), which presents a concept masterplan for the sites in West Harrogate. The WHPP provides guidance to aid the interpretation of policies in the Harrogate District Local Plan 2014-2035. This West of Harrogate Infrastructure Delivery Strategy (WHIDS) has been prepared to accompany the WHPP and support the delivery of those sites and should be read in conjunction with that document.
- 2.5 Separate to the WHIDS work, planning application discussions continue to be held between Development Management officers, key consultees and promoters. These are on individual

application areas and are not being considered as part of this Community Development Meeting decision.

- 2.6 Officers from planning and transport services have been working collaboratively with the promoters' transport consultants to agree parameters and details for a cumulative transport strategy. This working approach is essential on strategic developments to ensure robust supporting information for the planning applications. The Cumulative Transport Strategy is being prepared by the promoters and will be submitted to the Council for consideration through the development management process. It is not being considered as part of this Community Development Meeting decision.

3.0 THE DELIVERY STRATEGY

- 3.1 The Council appointed external consultants, Hyas to assist on infrastructure documents and mentoring, using their expertise from other strategic project work across the country. As part of Hyas' work, the importance of having an infrastructure delivery strategy became clear. The WHIDS is helpful to provide a wider commentary on how placemaking for these strategic sites should be co-ordinated and delivered going forward. This brings together a number of topic areas to create a focus on how the high-quality design and sustainable placemaking expectations of the Local Plan and the WHPP can be progressed through to the planning application and implementation/delivery process. For example:

- The importance of good design – reference to the requirements of the NPPF (National Planning Policy Framework), NPPG and National Model Design Code; the role of the WHPP as a co-ordinating document; and the need to ensure design quality is implemented through the planning application process.
- Requirements of planning applications and supporting design material – the need for site wide masterplans to be produced for key sites and their required content; the requirement for collaboration in the master planning process.
- Delivery of infrastructure – drawing from the WHPP work, the WHIDS summarises the critical infrastructure required to inform the progression of place creation across the whole area, with reference to triggers, key milestones etc. This also refers to the potential content of Section 106 agreements.
- Collaborative working and governance – this will highlight the need for ongoing collaboration, co-ordinated working and decision making to inform delivery.

- 3.2 The WHIDS document has been pulled together by Hyas on behalf of NYC (North Yorkshire Council). It reflects the planning policy position for the Harrogate area Local Plan, Supplementary Planning Documents and signed off West Harrogate Parameters Plan. The WHIDS does not introduce new policy, nor does it take the place of the planning application process. It provides a co-ordination tool to capture the interdependencies of site delivery and the roll-out of key infrastructure. This is particularly important for West Harrogate as there are multiple allocations/sites and multiple ownerships, promoters and developers.

- 3.3 In preparing the WHIDS document, Hyas and lead officers carried out infrastructure workshops with relevant officers from across the Council as well as external service and infrastructure providers. Subsequent queries were followed up through meetings where appropriate. Meetings have been held with the West Harrogate promoters on a regular basis to gain information on their site phasing plans and anticipated build out trajectories. This collaborative working across a variety of stakeholders helps to make the document as realistic as possible given the 10 year build out.

- 3.4 The WHIDS covers the strategic apportionment and tariff approach for the following key infrastructure at West Harrogate:
- Education provision
 - Health and well being
 - Sport and playing fields provision
 - Highways and movement
- 3.5 A large amount of background work has been undertaken on costing up the transport related infrastructure. The WHIDS reflects the work carried out by transport officers in relation to off-site transport work. Due to the number and inter-relationship of the junctions, the delivery of them will be by NYC with funding secured from application sites via s106 agreements. The apportionment mechanism for calculating the transport infrastructure tariff is set out in the document and reflects consideration by officer in discussion with the promoters. Costs will be calculated on a per dwelling basis (or per dwelling equivalent for employment floorspace). It is considered a fair way to apportion costs across the different sites and provides a simple and transparent calculation for the determination of the planning applications.
- 3.6 **Infrastructure Delivery Schedule (IDS) update** – The February 2022 approved West Harrogate Parameters plan (WHPP) contains an IDS as an appendix. There have been additional discussions since February 2022 on transport and primary health infrastructure provision. Updated information relating to these topic areas are contained in line 18-22 and 31-37 of the IDS. The off-site junction infrastructure list and costs is set out in a separate IDS sheet as the information did not readily format to the Feb 2022 document. In addition, a consolidated sport and open space note has been produced to show consistency of approach across the West Harrogate sites. These updates help to provide clarity and transparency on the supporting infrastructure details associated with the West Harrogate sites. Final figures will be determined through consideration of the relevant planning applications which will reflect current costs at the time of the s106 signing.

4.0 CONSULTATION UNDERTAKEN AND RESPONSES

- 4.1 Council officers in: Housing Delivery and Strategic Sites; Planning Policy, Development Management, Housing, Consultancy, Transportation and Education have been working together over the last 2 years. Officers in Housing Delivery and Strategic Sites have engaged regularly with landowners and site promoters to prepare the WHIDS. This work was undertaken on a collaborative basis and comments were fed back to Hyas who pulled the WHIDS document together. Local stakeholder groups have been updated on the purpose and progress of the document and members have received briefings as part of wider West Harrogate updates.

5.0 CONTRIBUTION TO COUNCIL PRIORITIES

- 5.1 Ensuring that the growth strategy set out in the adopted Harrogate Local Plan for housing and employment are delivered in a comprehensive manner. The housing sites at West Harrogate will provide approximately 2,000 dwellings and approximately 3 hectares of employment land. The site delivery will contribute to the Council's housing delivery targets and housing land supply.

6.0 ALTERNATIVE OPTIONS CONSIDERED

- 6.1 To not provide and publish an infrastructure delivery strategy for West Harrogate. This has been discounted as it would risk the completion of the associated s106 agreements for each application being inconsistent and potentially unsigned. Without clarity and

transparency on the strategic tariff approach and apportionment of off-site transport fees; infrastructure provision may be challenged or significantly delayed.

- 6.2 To not provide an update to the IDS would not help to set out the considerable technical work carried out through collaborative working with the site promoters on the off-site transport mitigation. It would not reflect the delivery proposals for healthcare being worked up by the Integrated Care Board. It would not consolidate the sport and open space infrastructure information. These all provide helpful clarification to aid consideration of future planning applications and delivery resourcing implications.

7.0 IMPACT ON OTHER SERVICES/ORGANISATIONS

- 7.1 There has been significant cross council, collaborative working on the West Harrogate project. It has involved officers from planning, transport, housing, landscape, biodiversity net gain (BNG), parks, education and adult services. The provision /delivery of infrastructure will require further officer resources throughout the lifetime of the build trajectory. For example:

- 2 on-site primary schools, off-site secondary school expansion,
- Off-site transport walking and cycling routes and crossings
- Significant off-site highways and junction works
- An on-site extra-care facility
- On-site affordable housing
- On and off-site sports and open space provision

- 7.2 The WHIDS and the work that has gone into producing it, ensures the relevant services are aware of future project resourcing requirements.

8.0 FINANCIAL IMPLICATIONS

- 8.1 The Council's finance officers have been consulted during the preparation of this report and their feedback has been considered in bringing together these recommendations.

- 8.2 Planning Obligations (s106) represent sources of funding to provide additional infrastructure or services necessary to enable or support development. Due to the strategic nature of these sites and the additional burden of infrastructure associated with their scale, Community Infrastructure Levy (CIL) is not applied to these West Harrogate Sites.

- 8.3 The WHIDS sets out the anticipated build out trajectory for these sites, over approximately 10 years. It also contains phasing plans of each site. This information will assist trigger points within each application's s106 agreement stipulating when funds will be collected from the developers. This in turn will help service providers plan when funding will be available for the infrastructure provision. This cashflow of funds helps highlight potential pinch points (albeit at a high level) which will assist service providers with potential funding applications and options.

- 8.4 The Council will deliver the off-site highways works; to be funded via s106 payments. In order to ensure sufficient funds are available to meet the costs of the mitigation measures and reduce financial risk to the council, inflation has been included in the initial cost estimates along with project specific contingency and a percentage for optimum bias. On top of this it is standard practice to add a clause in s106 agreements that index link any specific s106 commuted sums set out in that agreement. This helps to future proof costs so the time at which a commuted sum payment is required from the applicant, the cost is indexed linked. These calculated measures seek to reduce uncertainty over delivery costs but there remains a residual risk to the Council regarding base costs.

- 8.5 Viability work commissioned by the Council concludes that overall the schemes are viable and can fund the strategic infrastructure contributions alongside site specific s106 requirements. The work does, however, indicate that should the council determine that, in order to secure good quality place making, early infrastructure provision is required; then the council, working with the developers, may need to consider alternative funding sources if we want to deliver elements of the infrastructure earlier.

9.0 LEGAL IMPLICATIONS

- 9.1 The Council's legal officers have been consulted during the preparation of this report and their feedback has been considered in bringing together these recommendations.
- 9.2 The WHIDS is not a planning policy document. It is intended for guidance and assistance for a strategic, complex project. Due to the number of delivery companies/organisations involved, an overarching delivery strategy is a useful tool. It does not take away from or override the statutory planning process surrounding consideration and determination of planning applications.

10.0 EQUALITIES IMPLICATIONS

- 10.1 An Equalities Impact Screening assessment has been completed (Appendix A). This concluded that a full Equalities Impacts Assessment was not required in this instance.
- 10.2 The co-ordination of infrastructure across separate allocations and being delivered by different landowners and developers is key to achieving high quality placemaking and sustainable developments at West Harrogate. These schemes provide the valuable infrastructure required to support Local Plan identified growth; and ensure that existing communities are not negatively impacted by insufficient or ineffective infrastructure. It is concluded therefore that the proposal would not negatively impact any protected characteristics. In fact, the provision of essential infrastructure is likely to benefit these groups and the community as a whole.

11.0 CLIMATE CHANGE IMPLICATIONS

- 11.1 The WHIDS helps co-ordinate the supporting, strategic infrastructure required by the housing and employment growth identified in the Harrogate District Local Plan. Without this necessary supporting infrastructure, development would be less sustainable thereby having a corresponding effect on climate change.
- 11.2 The WHIDS itself is not considered to have any significant climate change implications (see Appendix A: Initial Climate Change Impact Assessment).

12.0 ICT IMPLICATIONS

- 12.1 There are not considered any ICT implications. The WHIDS and IDS update will be made available on NYC's website, alongside the currently available WHPP and IDS.

13.0 CONCLUSIONS

- 13.1 The WHIDS document has been prepared in order establish the timing and delivery of the infrastructure required to support the sites in West Harrogate. This work will inform the negotiation of S106 requirements, in order to aid the timely and efficient determination of planning applications. The WHIDS sets out a realistic phasing plan for housing, employment and infrastructure delivery, identifying when the key items need to be

available. A strategic infrastructure contribution / tariff approach is established in the WHIDS on a per dwelling basis for key shared infrastructure: transport, education, health and sports. In addition, site specific infrastructure will be secured on an individual site basis.

14.0 REASONS FOR RECOMMENDATIONS

- 14.1 The report sets out the reasons why the West Harrogate Infrastructure Delivery Strategy (WHIDS) has been produced. In brief the WHIDS will:
- a) provide clarity, transparency and consistency in the allocation, apportionment and spending of money secured via future s106 and planning conditions for development sites in West Harrogate
 - b) ensure s106 funds serve the purpose of supporting the delivery of the infrastructure necessary to support the development requirements set out the adopted Harrogate District Local Plan and the approved West Harrogate Parameters Plan.
 - c) Set out the delivery mechanisms for different types of infrastructure being provided to support the housing and employment schemes at West Harrogate.
- 14.2 The reason for updating the IDS is to reflect the work on the transport infrastructure, health centre provision and sport and open space that was not available when the WHPP was signed off by Harrogate Borough Council in Feb 2022. The IDS will help to inform the content of the s106 agreements for the relevant sites and applications at West Harrogate.

15.0 RECOMMENDATION(S)

i) Agree the West Harrogate Infrastructure Delivery Strategy for the purposes of information and guidance to officers and members of North Yorkshire Council in determining planning applications at West Harrogate and in delivery of strategic infrastructure associated with housing and employment delivery at West Harrogate. Publish the document on the Council website.

ii) Agree, an update to the Infrastructure Delivery Schedule (IDS) in relation to transportation infrastructure, health centre infrastructure and sport and open space infrastructure associated with the West Harrogate development. Publish the update on the Council website.

APPENDICES:

- Appendix A – Equality Impact Assessment
- Appendix B – Climate Impact Assessment
- Appendix C – West Harrogate Infrastructure Delivery Strategy
- Appendix D – Infrastructure Delivery Schedule update

BACKGROUND DOCUMENTS:

[West Harrogate Parameters Plan Feb 2022](#)

Nic Harne

Corporate Director of Community Development
County Hall
Northallerton
14 June 2024

Report Author – Alex Robinson (Housing Delivery Improvement Officer)
Presenter of Report – Alex Robinson (Housing Delivery Improvement Officer)

| APPENDIX A : Initial equality impact assessment screening form This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate. | |
|--|--|
| Directorate | Community Development |
| Service area | Planning |
| Proposal being screened | West Harrogate Infrastructure Delivery Strategy (WHIDS) Update to West Harrogate Infrastructure Delivery Schedule (IDS) |
| Officer(s) carrying out screening | Alex Robinson, Housing Delivery Improvement Officer |
| What are you proposing to do? | <p>To approve the West Harrogate Infrastructure Delivery Strategy (WHIDS) to provide a tool for co-ordinating the delivery of infrastructure associated with the strategic housing sites at West Harrogate.</p> <p>To approve an update to the Infrastructure Delivery Schedule in relation to transport, health provision and consolidated open space and sport associated with the strategic sites at West Harrogate.</p> |
| Why are you proposing this? What are the desired outcomes? | <p>In brief the WHIDS and IDS update will:</p> <p>a) provide clarity, transparency and consistency in the allocation, apportionment and spending of money secured via s106 and planning conditions for development sites in West Harrogate</p> <p>b) ensure s106 funds serve the purpose of supporting the delivery of the infrastructure necessary to support the development requirements set out the adopted Harrogate District Local Plan and the approved West Harrogate Parameters Plan.</p> <p>c) Set out the delivery mechanisms for different types of infrastructure being provided to support the housing and employment schemes at West Harrogate.</p> |
| Does the proposal involve a significant commitment or removal of resources? Please give details. | No. The report provides narrative on which organisations will deliver different parts of the infrastructure. The commitment to this will be dealt with via the statutory planning application process and secured through s106 agreements and planning conditions. |
| Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics As part of this assessment, please consider the following questions: <ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? <p>If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your Equality rep for advice if you are in any doubt.</p> | |

| Protected characteristic | Potential for adverse impact | | Don't know/No info available |
|---|---|----|------------------------------|
| | Yes | No | |
| Age | | ✓ | |
| Disability | | ✓ | |
| Sex | | ✓ | |
| Race | | ✓ | |
| Sexual orientation | | ✓ | |
| Gender reassignment | | ✓ | |
| Religion or belief | | ✓ | |
| Pregnancy or maternity | | ✓ | |
| Marriage or civil partnership | | ✓ | |
| People in rural areas | | ✓ | |
| People on a low income | | ✓ | |
| Carer (unpaid family or friend) | | ✓ | |
| Are from the Armed Forces Community | | ✓ | |
| Does the proposal relate to an area where there are known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details. | No. The report provides narrative on which organisations will deliver different parts of the infrastructure. The commitment to this will be dealt with via the statutory planning application process and secured through s106 agreements and planning conditions. | | |
| Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion. | No. The report provides narrative on which organisations will deliver different parts of the infrastructure. The commitment to this will be dealt with via the statutory planning application process and secured through s106 agreements and planning conditions. | | |
| Decision (Please tick one option) | EIA not relevant or proportionate: | ✓ | Continue to full EIA: |
| Reason for decision | <p>The WHIDS helps support effective delivery of Local Plan growth within this part of Harrogate. The project needs to provide the valuable infrastructure required to support additional growth to ensure that existing communities are not negatively impacted by insufficient or ineffective infrastructure. The mechanism for this will be the consideration of the planning applications through the statutory planning process.</p> <p>It is concluded therefore that the WHIDS and IDS update themselves would not negatively impact any protected characteristics. The proactive coordination of essential infrastructure is likely to benefit these groups and the wider community in the long term.</p> <p>As such, it is considered that the West Harrogate Infrastructure Delivery Strategy and Infrastructure Delivery Schedule update do not require a full Equality Impact Assessment.</p> | | |
| Signed (Assistant Director or equivalent) | Trevor Watson | | |

| | |
|-------------|----------|
| Date | 14/06/24 |
|-------------|----------|

APPENDIX B: WHIDS and IDS update Initial Climate Change Impact Assessment

The intention of this document is to help the council to gain an initial understanding of the impact of a project or decision on the environment. This document should be completed in consultation with the supporting guidance. Dependent on this initial assessment you may need to go on to complete a full Climate Change Impact Assessment. The final document will be published as part of the decision-making process.

If you have any additional queries, which are not covered by the guidance please email climatechange@northyorks.gov.uk

| | |
|---|--|
| Title of proposal | West Harrogate Infrastructure Delivery Strategy (WHIDS) Update to West Harrogate Infrastructure Delivery Schedule (IDS) |
| Brief description of proposal | To approve the West Harrogate Infrastructure Delivery Strategy (WHIDS) to provide a tool for co-ordinating the delivery of infrastructure associated with the strategic housing sites at West Harrogate. To approve an update to the Infrastructure Delivery Schedule in relation to transport, health provision and consolidated open space and pitch associated with the strategic sites at West Harrogate. |
| Directorate | Community Development |
| Service area | Planning |
| Lead officer | Alex Robinson, Housing Delivery and Strategic Sites Officer |
| Names and roles of other people involved in carrying out the impact assessment | Tracey Rathmell, Head of Delivery and Infrastructure |

The chart below contains the main environmental factors to consider in your initial assessment – choose the appropriate option from the drop-down list for each one.

Remember to think about the following;

- Travel
- Construction
- Data storage
- Use of buildings
- Change of land use
- Opportunities for recycling and reuse

| Environmental factor to consider | For the council | For the county | Overall |
|--|-------------------------------------|-------------------------------------|-------------------------------------|
| Greenhouse gas emissions | No effect on emissions | No Effect on emissions | No effect on emissions |
| Waste | No effect on waste | No effect on waste | No effect on waste |
| Water use | No effect on water usage | No effect on water usage | No effect on water usage |
| Pollution (air, land, water, noise, light) | No effect on pollution | No effect on pollution | No effect on pollution |
| Resilience to adverse weather/climate events (flooding, drought etc) | No effect on resilience | No effect on resilience | No effect on resilience |
| Ecological effects (biodiversity, loss of habitat etc) | No effect on ecology | No effect on ecology | No effect on ecology |
| Heritage and landscape | No effect on heritage and landscape | No effect on heritage and landscape | No effect on heritage and landscape |

If any of these factors are likely to result in a negative or positive environmental impact then a full climate change impact assessment will be required. It is important that we capture information about both positive and negative impacts to aid the council in calculating its carbon footprint and environmental impact.

| | | | | |
|--|--|---|------------------------|--|
| Decision (Please tick one option) | Full CCIA not relevant or proportionate: | X | Continue to full CCIA: | |
| Reason for decision | <p>The recommendation is to seek approval to</p> <p>The approval of the WHIDS and IDS update is not about the actual policies of the adopted Local Plan or any decisions on planning applications in relation to the construction of development at West Harrogate. This would follow in the relevant planning permission and building control regulation requirements.</p> <p>The planning applications currently submitted to the Council for sites in West Harrogate are all subject to Environmental Impact Assessments and Cumulative Transport Strategies, to be submitted by the applicants for consideration through the statutory planning process.</p> <p>The WHIDS and IDS look to achieve clarity of co-ordination and apportionment of infrastructure associated with adopted local plan policies, published National planning guidance and the approved West Harrogate Parameters Plan. It is a tool to assist delivery.</p> <p>The requirement for a full CCIA is therefore not considered to be relevant or proportionate in relation to the decision being made by the Community Development Committee Meeting.</p> | | | |
| Signed (Assistant Director or equivalent) | Trevor Watson | | | |
| Date | 14/06/24 | | | |

West of Harrogate Infrastructure Delivery Strategy

February 2024



1. Objectives

1.1. Introduction.

The adopted Harrogate District Local Plan 2014 - 2035 allocates several sites on the western side of Harrogate for the delivery of new housing and employment provision, key services and facilities with associated transport, communications and green and blue infrastructure. On the 1st of April 2023 Harrogate Borough Council (HBC) and North Yorkshire County Council became part of the North Yorkshire Unitary Authority (NYC), and as such the new formed authority has assumed responsibility for the services and policies of the constituent authorities.

In February 2022, HBC published a West Harrogate Parameters Plan (WHPP), which presents a concept masterplan for the sites in West Harrogate. The WHPP provides guidance to aid the interpretation of policies in the Harrogate District Local Plan 2014-2035. This West of Harrogate Infrastructure Delivery Strategy (WHIDS) has been prepared to accompany the WHPP and support the delivery of development of those sites and should be read in conjunction with that document.

Together these sites will deliver approximately 2000 homes over the next 8-12 years. In order to ensure the successful delivery of this urban extension, it is essential that the developers/site promoters continue to work collaboratively with North Yorkshire Council and other key stakeholders to realise a comprehensive, well thought out, sustainable and cohesive development.

The robust work to date on the Local Plan, the collaborative site wide concept planning and the detailed review of policy requirements for services and community facilities, has established the list of significant infrastructure needed to support the new neighbourhood and ensure continued quality for existing local communities. The West of Harrogate Infrastructure Schedule (WHIS) is set out within appendix A of the WHPP.

1.2 Summary of delivery considerations.

The West of Harrogate sites are to be delivered by a number of different promoters and developers – with five sites currently being actively pursued through the planning process under separate planning applications and pre application processes. In order to ensure that the sites are delivered in a comprehensive manner, the council has taken a very proactive role to support collaboration with the promoters and applicants – working together on the procurement and drafting of the WHPP and WHIS. The promoters and applicants are also keen to work together as they recognised the complexity of the required infrastructure, and timing being critical to ensure efficient construction and occupation of their individual sites.

Through a collaborative approach to design and negotiation regarding the location and responsibilities for infrastructure provision, the parameter plan document sets out on which sites the principal items of infrastructure are to be located. Two primary schools, sports and recreation facilities etc. The serviced plots for these facilities are to be made available to the Council at the appropriate time, to ensure that they are complete and operational in accordance with the timeline of occupation of the dwellings on all the various sites. The Council will require lead in times and funding to secure design and planning consultants, to achieve planning consents and to procure contractors to construct the facilities. In some cases, responsibility for the delivery of the facilities remains with the developer but importantly will still require to be completed within the agreed timeline.

In addition to these facilities, the other significant mitigation requirements are for the improvement of key highway junctions and highway links within the vicinity of the site. A cumulative transport strategy has been undertaken jointly by the applicants with the Council cross checking all the information to ensure that it aligns with their policy and wider transport infrastructure planning. Clearly the Council have to take into account how these works could be carried out sensibly in order to minimise wider disruption in this significant area of Harrogate, and to align with any planned maintenance or improvements to the highway network and utility services that are programmed over the coming years. This transport strategy has resulted in the design of a programme of junction and highway link improvements which are to be phased, programmed and delivered by the Council through their Major Projects team over the period of development. The works require significant pre-planning, and therefore funding is required upfront to secure design consultants, detailed design and procurement of contractors.

The detail of the infrastructure delivery programme as a whole, has therefore identified that the development at West of Harrogate requires an element of significant early funding to pay for the detailed design, procurement and construction of certain infrastructure provision prior to the occupation of the majority of dwellings on the site. Provision of all these facilities is critically dependant on the Council receiving income from developer contributions, however, this significant early cost to housebuilders/developers would burden the cashflow, potentially resulting in the schemes not coming forward at pace or even at all. Delivery of the facilities by the Council would also be impacted as a result of cashflow issues – again affecting the rate at which new housing could be occupied.

As the Council is committed to delivering the critical infrastructure necessary to enable the delivery of new homes at pace, then alternative upfront funding needs to be explored. This will allow completion of schools, sports, health and highway improvements at the point in time they are needed, but importantly allow the housebuilding to continue in accordance with the developer’s market facing programmes – paying their strategic contributions and S106 payments in line with their planning obligations and, in so doing, repaying the public sector upfront funding.

1.3 Role of the WHIDS.

This WHIDS document has been prepared in order establish the timing and delivery of the infrastructure required to support the sites in West Harrogate. This work will inform the negotiation of S106 requirements, in order to aid the timely and efficient determination of planning applications.

This WHIDS builds further upon the West of Harrogate infrastructure schedule (WHIS) and sets out a realistic phasing plan for housing and infrastructure delivery, identifying triggers for when the key items need to be available.

A housebuilders viability exercise has also been carried out to determine the level of strategic infrastructure contributions per dwelling that can realistically be applied, and this, together with any site-specific policy funding requirements will underpin funding for the infrastructure needed to support this new community. Stakeholder consultation has also been carried out to identify other potential sources of funding which will contribute to the delivery of these key facilities and provisions.



The timeline produced in this exercise enables North Yorkshire Council and other stakeholders to plan for the delivery of the infrastructure that is their responsibility, for example the schools and highway improvements. A revenue and expenditure appraisal has been prepared which enables the Council to understand the timing of income from the Strategic Infrastructure Contribution (SIC) and various Section 106 agreements, to identify any cashflow issues and the potential need for upfront public sector funding. The WHIDS also assists the various housing delivery partners to understand the collective impact on the local housing sales market and support affordable housing providers with their business planning and development programming with Homes England.



2. Background and context

2.1. Planning policy.

Please refer to the planning policy content within the WHPP for a full explanation of the planning background and current context.

2.2. Current planning status.

| Site Name | Site reference | Anticipated Yield* | Planning status | Other considerations |
|--|----------------|--------------------|---|--|
| Land at Otley Road, Harrogate | H46 | 125 | Land at Otley Road (Full permission granted for 125 dwellings) - 15/01999/EIAMAJ. | Nearing completion. |
| Windmill Farm, Otley Road | H49 | 890 | Local Plan housing allocation with indicative capacity of 776 dwellings. Application submitted. Awaiting determination. | Land currently under two separate promotion agreements. |
| Thomas Alexander | H49 | 80 | Awaiting application submission. | |
| Land east of Lady Lane | H51 | 790 | Local Plan mixed used allocation for 690 dwellings + 3.14ha of employment land. Applications submitted. Awaiting determination. | 40 homes complete on 2ha (8/02960/FULMAJ). 2 Outline applications submitted for the majority of the remainder of the site. |
| Bluecoat Park, Harrogate | H45 | 480 | Bluecoat Park is shown as a commitment within the Local Plan and had an Outline Application approved in February 2016 for 450 dwellings, which has since lapsed. Application submitted. Awaiting determination. | |
| Former Police Training Centre, Yew Tree Lane | H36 | 200 | Former Police Training College (Full permission granted for 161 dwellings/additional consent granted, subject to S106, for 200 dwellings) | Site developer in place. |

| | | | | |
|--------------------------|-----|-----|--|---|
| Land at Castle Hill Farm | H70 | 130 | 17/05595/ OUTMAJ - permission granted for 130 dwellings on northern part of the site. Full site allocated for 230 dwellings in Local Plan. | Development has commenced on the northern part of the site. |
|--------------------------|-----|-----|--|---|

Other sites in West Harrogate that will be contributing to infrastructure that will need to be considered as part of the delivery and infrastructure planning:

| | | | | |
|-----------------------|-----|----|---|---|
| Harlow Hill Nurseries | H65 | 40 | Local Plan housing allocation for 40 dwellings. | Feasibility study for development of site underway. |
|-----------------------|-----|----|---|---|

*The yield for each site has been entered as either the yield relating to the most recently approved planning permission for that site, the indicative yield in the local plan, or the yield shown in the most recent application submitted for that site. The yield for each site will ultimately be determined through the determination of full planning, taking into account a wide range of material considerations. The figures used here are considered a sensible starting point for considering trigger points for infrastructure required to support development.

It is also noted that some monies have already been collected or included in S106 agreements on other local sites as contributions to the West of Harrogate Highways mitigations.

| Site/ allocation ref. | Developer/promoter | S106 monies collected for Highway mitigation | Collected by NYC Y/N £ | Notes | Observations |
|-----------------------------|--------------------|---|---------------------------------|----------------|---|
| H70(n) | Stonebridge | £0 | | Committed site | 17/05595/OUTMAJ - site completed |
| H46 | Charles Church | £87,567 | | Committed site | 15/01999/EIAMAJ trigger point: prior to commencement of development and to be deposited with NYCC for a period of 10 years, for the purpose of providing junction improvements on Otley Road. Site nearing completion |



| | | | | |
|-----|---------------|----------|----------------|---|
| H51 | Mulgrave | £0 | Committed site | 18/02960/FULMAJ – site completed |
| K25 | Taylor Wimpey | £640,514 | Committed Site | 18/04456/EIAMAJ trigger points: occupation at 100, 200, 300 dwellings contribution split equally across the triggers. S106 only recently completed. REM to be submitted within 6 months of the outline approval (24/8/23). Not started on site |
| H36 | Homes England | £691,965 | Committed site | 20/02318/OUTMAJ £463,246 towards junction mitigation and £228,719 towards sustainable transport enhancements. £191,965 prior to first occupation £200,000 prior to the first occupation of the 100 th dwelling £300,000 prior to the first occupation of the 150 th dwelling 23/00259/REMAJ submitted and pending decision |
| H74 | Taylor Wimpey | £30,000 | Committed site | 14/00259/OUTMAJ Off-Road Cycle Path Works contribution – means the sum of £30,000 such sum to be deposited with the County Council for a period of 10 years as set out in clause 5.2 (prior to the first occupation of any of the dwellings) to be expended upon the Off-Road Cycle Path Works, the need for |



such directly arises from the Development.

Off-Road Cycle Path Works means works to construct an off-road cycle path adjacent to B6162 linking the off-road facility being provided along Harlow Moor Road.

Site completed.

2.3. Site promoters and developers

| Site Name | Site reference | site promoter/developer |
|--|----------------|--|
| Land at Otley Road, Harrogate | H46 | Persimmon / Charles Church -Nearing Completion |
| Land at Crag Lane, Harrogate | H74 | Taylor Wimpey- Complete |
| Former Police Training Centre, Yew Tree Lane | H36 | Homes England/Countryside Homes |
| Windmill Farm, Otley Road | H49 | Anwyl/Redrow/ Thomas Alexander Homes |
| Land east of Lady Lane | H51 | Gladman/Banks/NYC |
| Harlow Hill Nurseries | H65 | North Yorkshire Council |
| Land at Castle Hill Farm | H70 | Stonebridge Homes |
| Bluecoat Park, Harrogate | H45 | Homes England |

3. Embedding design quality

3.1. Ensuring delivery of quality development

This section is to be read in conjunction with the WHPP policy section setting out requirements for site-specific masterplans to be prepared for sites H49 and H51, and site H45. A concept masterplan is required for site H70. As set out in the Local Plan and WHPP, achieving high quality placemaking is a key objective. It is critical that design quality and infrastructure delivery are integrated, and site wide masterplans will support the comprehensive and holistic approach to development and delivery across West Harrogate. It is critical that the site wide masterplans are prepared **prior to any planning application being determined by the LPA** for the site (or part thereof) in question. This will ensure that the Council have a clear basis on which to determine future applications, in whatever form they come forward.

| Document | Requirement |
|---|---|
| <p>West of Harrogate Parameters Plan Document</p> | <p>As required by the Local Plan and contains vision, objectives and place making context for all subsequent proposals across West of Harrogate</p> |
| <p>Site Specific Masterplan (content defined in WHPP)</p> <p>Can be developed alongside/in parallel</p> | <p>Critical that it is site wide.</p> <p>To include site wide infrastructure delivery and design principles for all development.</p> <p>Subject of meaningful consultation and potentially design review.</p> <p>To be submitted to the Council for approval prior to any planning application being determined</p> |
| <p>-----</p> <p>Planning Application Stage</p> | |
| <p>Detailed masterplan Submitted as part of either a site wide planning application (where the promoter chooses to pursue a site wide outline planning application) and/or applications for particular phases – in line with the Site Wide Masterplan</p> <p>Should be in accordance with policy</p> | <p>To be part of a planning application and could cover the whole site or individual phases/specific spatial components. To include:</p> <ul style="list-style-type: none"> • Design Coding information relevant to particular phase/s. • Detailed phasing/delivery. • Detailed infrastructure design. |
| <p>Site specific details eg Reserved matters to contain relevant detailed proposals as required by an outline planning permission.</p> | <p>Will be focussed on smaller plots of development and include substantial detailed design material.</p> |



4. Estimated Housing trajectories & annual delivery rates.

4.1. Indicative trajectory

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

| | 24/ 25 | 25/ 26 | 26/ 27 | 27/ 28 | 28/ 29 | 29/ 30 | 30/ 31 | 31/ 32 | 32/ 33 | 33/ 34 | 34/ 35 | 35/ 36 | 36/ 37 | Total dwelli ngs |
|----------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------------------|
| H49 inc. Anwyl Homes | | 35 | 50 | 50 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 54 | 669 |
| H49 Thomas Alexander | | | | | | 41 | 41 | | | | | | | 82 |
| H51 Gladman | | 30 | 80 | 80 | 80 | 80 | 80 | 50 | | | | | | 480 |
| H51 Banks | | 30 | 60 | 60 | 60 | 20 | | | | | | | | 230 |
| H45 Homes England | | | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 50 | | | | 470 |
| | | 95 | 250 | 250 | 260 | 261 | 241 | 170 | 120 | 110 | 60 | 60 | 54 | 1931 |
| Other (H36/70) | 34 | 77 | 92 | 53 | 25 | | | | | | | | | 281 |

4.2. Commentary and moderation

These housing numbers may change as a result of the planning process and updating of proposals by the applicants, however this table is to be used to inform the infrastructure planning, phasing and cashflows.

The Council are considering when developer contributions are going to be available to provide for the infrastructure facilities and mitigations as they are needed. If the rates of delivery are accelerated the need for new facilities is also brought forward accordingly. Understanding the S106 contributions income and expenditure is critical to the ability to deliver timely infrastructure.

5. Housing mix

The Councils affordable housing full policy requirements for affordable housing and housing mix set the target for any negotiations as part of the planning application process and grant of planning permission. Negotiations will principally take account of the work being carried out to ascertain an overarching contribution per property towards strategic infrastructure and, where relevant, site specific requirements and impact on scheme viability as part of a s106 agreement.

5.1. Market housing

Ensuring good quality housing that meets the needs of local people is a key component of creating sustainable quality neighbourhoods. The developments will be required to provide a range of house types and sizes that reflect and respond to the identified housing needs and demands of the district's households, in line with the requirements set out within the Local Plan. The Housing and Economic Development Needs Assessment (HEDNA) which is a key piece of evidence supporting the HDLP sets out a recommended housing mix which will be the starting point for determining the planning applications on these sites.

5.2. Affordable housing

Policy HS2 Affordable Housing of the adopted Harrogate District Local Plan sets a **target** for 40% of housing to be affordable housing on all qualifying Greenfield developments. The target figure is subject to negotiation and testing of commercial viability, taking into account the work carried out as part of the West of Harrogate wide viability exercise and resultant strategic contributions calculations.

The Council will seek to agree the tenure mix with the applicant based on evidence of local need and the characteristics of the local area. When looking at affordable housing tenure and the different types of affordable homes, the HEDNA indicates that an appropriate rent/sale split would be 70%/30% in favour of rented housing.

NYC's Housing team will work with developers to agree the type, quantity, locations and tenure of properties to meet housing need and promote a mixed/balanced community. They will seek to ensure that all affordable dwellings are well integrated within developments and indistinct (as far as possible) from market dwellings, ensuring NDSS space standards and good internal layouts.

Within the former Harrogate area of NYC affordable housing is delivered via Registered Providers (RPs) The Council holds a strategic Housing Development Partnership list of Registered Providers. Expressions of interest and a matching panel will be convened to determine which RP partner to involve in each site delivery. Given the scale of residential development at West Harrogate this is likely to be more than one RP. Other factors for RP matching may be taken into account such as business plans, geographical presence, stock location and pre-existing relationships with developers.

In considering the mix of homes to be provided within each development scheme, the mix will be agreed on a site-by-site basis. **For baseline reference** the mix identified in the HEDNA is as follows:

- 0-5% one bed/two person
- 30-35% two bed/four person
- 40-45% three bed/5 person

- 20-25% four bed/ 6 person

5.3. Affordable rent

It is expected that affordable rent homes are capped at 80% of market rent or Local Housing Allowance, whichever is the lower. The Council expects 100% nominations on all new developments which have been facilitated through the Housing Development Partnership.

5.4. Shared ownership

There is an expectation that affordable housing for sale through a RP Home Ownership scheme will be prioritised for those with a local connection to the local area. However once this has been exhausted, RPs are able, with support from Local Authorities, to move without delay to market properties to a wider audience, beyond the immediate locality.

5.5. First homes

The Council will implement the Governments first homes guidance on a case-by-case basis in the Harrogate Local Plan area. Applicants must demonstrate how proposals meet the relevant adopted Local Plan policies. In relation to first homes, the applicant should demonstrate how they propose to “bridge the gap” that will be created between the value of the adopted affordable housing policies and the lesser value to the council of including first homes into the mix. This could be through:

- top-up contribution - details of how this is calculated is detailed in the first homes guidance.
- additional on-site provision (depending on location)
- providing a different tenure split
- higher specification of homes
- additional carbon reduction measures such as solar panels or heat pumps

This will be negotiated on a case-by-case basis and viability will be taken into account as per the provisions of the adopted Harrogate Local Plan policies.

Details and justification are set out in the Councils First Homes Guidance Note.

<https://www.harrogate.gov.uk/downloads/file/4342/first-homes-guidance-note>

5.6. Self-build and custom build

The Governments Self-build and Custom Housebuilding Act 2015 (as amended by the Housing and Planning Act 2016) places a duty on local planning authorities to keep a register of individuals and associations of individuals, who are seeking to acquire serviced plots of land for self-build and custom housebuilding in their area as well as have regard to the register when they are carrying out their planning, housing, regeneration and disposal of land functions. HBC have an up-to-date register and use the data held on the register to help inform future applications. Officers at HBC forward data to Development Management case officers.

Under Harrogate's Policy HS3: Self and Custom Build Housing, on strategic sites of 500 dwellings or more, developers will be required to supply at least 5% of dwelling plots for sale to self-builders, subject to demand being identified by the Council, by reference to the Council's Self and Custom Build Register, supported as necessary by other sources of evidence in-line with the provisions identified in paragraph 5.30 of policy HS3. Where a developer is required to provide self-build plots, the plots should be made available and marketed appropriately for at least 12 months. Where plots which have been appropriately marketed have not sold within this time period, these plots may be built out as conventional market housing by the developer. Developers will be required to demonstrate to the local planning authority that appropriate marketing has been undertaken prior to the self-build plots being released for development. On these strategic, large-scale sites there is a need for self and custom build plots to be delivered in phases to allow the 12 months marketing to be phased over the lifetime of the development.

Self-build plots could be subject to plot passports or design codes to give cohesiveness to street scene, design, material palette; and to allow for construction requirements. (This can be dealt with via a condition on the outline application/s).

Each plot will need to be serviced which means:

- (a) has access to a public highway and has connections for electricity, water and wastewater, or
- (b) can be provided with those things in specified circumstances or within a specified period.

6. Non-residential development and key infrastructure requirements

6.1. Tariff Based Approach for Funding

As identified throughout this document the new developments at West of Harrogate are to contribute towards funding the necessary infrastructure to meet the needs of these new dwellings and businesses. The funding maybe supplemented through S106 funding on other schemes in the locality, central education funding and health authority contributions.

The monies will be delivered in a timely manner in the form of: -

- An agreed strategic infrastructure contribution (SIC) per dwelling (or per dwelling equivalent for non-residential uses) together with any site-specific contributions through S106 on the key Strategic Sites: H49, H51 and H45 (Bluecoat).
- S106 Contributions from smaller sites
- S106 contributions already received or committed from other schemes in the locality.

Through establishing an agreed Infrastructure schedule and delivery plan based upon discussions with key stakeholders and testing the costs of infrastructure through the viability exercise, an understanding of the contributions from each site and the timing of stage payments has been ascertained. This will help to inform the Councils approach to cash flowing the infrastructure delivery and identify any funding issues.

As part of the S106 negotiation, an agreed set of payment triggers will be determined for each consented site within the Strategic Sites. The Council has included an indicative infrastructure delivery programme to assist the evolution of a scheme wide cashflow and this will provide information to help align delivery and occupation of the housing sites.

The Key Strategic Infrastructure Funding Requirements fall into the following topic areas: -

- Education
- Health
- Highways and Transportation
- Sports

Alongside these is a requirement to agree site specific infrastructure and policy requirements on an individual S106 basis. This will include issues such as BNG (Biodiversity Net Gain) and community greenspace.

6.2. Schools

North Yorkshire County Council's Children and Young People service carried out an exercise to ascertain the shortfall of school places given the impact of the developments at West of Harrogate. Factoring in the existing capacity in local schools, the impact of the January 2022 census and the numbers of pupils in each age group



generated by the new homes on the developments the Council has determined that there will be a shortfall of approximately 500 primary school places.

Children generated from the very early housing delivered will be catered for in capacity within existing schools in the local area.

Based on the developers' projections for their rate of delivery of new homes there is a need for a new primary school on both sides of Otley Road by 2027/28 (assuming that the sites are delivered as per the estimated trajectory above). These new primary schools will need to be two form entry with integral nursery provision. Land is therefore required on both sites H49 and H51.

Both schools will be encouraged to operate under a Community Use Agreement to provide a Hub for local activities outside core school hours. This will allow the schools to offer wider community benefits and assist in creating a sense of community. The landowners and promoters have confirmed they would welcome Community Use Agreements. This mechanism is ultimately for the new schools' Head and Governors to decide but early discussions with the Councils education service will seek to achieve this.

In order to facilitate the new schools being ready to take in children as pupils are generated across the sites, serviced and accessible plots of land will need to be made available, in order to allow 12 months to build out and 6 months to furnish and commission the schools, in time to meet the expected pupil demand. NYC (North Yorkshire Council) team have a specification for a serviced site which will inform the detail set out in the s106. A safe walking, cycling and vehicle route to school will need to be provided by the time the school is open, this includes road surfacing, street lighting and natural surveillance from surrounding dwellings.

Additional secondary school places will be provided by the permanent expansion of existing schools in Harrogate. There is a formula to calculate the contributions per dwelling for this education element.

Costs for education provision are included in the Infrastructure Cost schedule and have been factored into the Viability assessment and Councils cashflow work to inform the Strategic Infrastructure Contributions (SIC) and potential funding requirement to assist with upfront funding requirement.

6.3. Health hub

The Office for National Statistics 2011 Household data shows that Harrogate has an average population per household figure of 2.3, which based on the 2000 homes to be developed at West of Harrogate, generates an estimated population growth of almost 4,700 people. The Department of Health publication "Health Building Note 11-01: facilities for Primary and Community Care Services" indicates a floorspace requirement of approximately 150m² (GIA)/ 120m² (NIA) per 1,750 patients and therefore results in 402.18m² of additional floorspace being required.

Existing GP surgeries in the area do not have the capacity to absorb the total additional residents. Additional healthcare infrastructure will therefore be necessary to ensure this new demand is mitigated and the proposed developments are sustainable.

The ICB (Integrated Care Board) has identified requirements for a health hub to provide integrated healthcare service to be the most appropriate means to support healthcare needs in the medium to long term for the area. The provision of 1.5-2 acres of development land that can accommodate a GP facility of approximately 1,560m² and an additional 300m² of space for other healthcare services, is required to support this.



A capital costs contribution towards an offsite primary care facility can be calculated through an established methodology based upon the anticipated population growth per development parcel. This sum to be secured through S106 contributions.

Costs for health provision have been factored into the Viability assessment and Councils cashflow work which are informing the Strategic Infrastructure Contributions (SIC) and potential funding requirement to assist with upfront funding requirements.

6.4. Highways and transportation

NYC will continue to work collaboratively with the site promoters in considering the overall approach to local highway improvements. As part of a cumulative transport assessment process a document has been produced by the land promoters and developers. The delivery of off-site highway mitigation will be carried out by NYC as highway authority, with the costs secured via Strategic Infrastructure contributions. To ensure the buildability and costings have been fully considered the proposed mitigations have been validated by the Council and their consultants.

This prioritisation of improvements in accordance with impact, current pressures and the development timeline is being led NYC. The prioritisation list provides a framework for delivery. The prioritisation could be amended in future as pressures change or utility works occur. The Junction Delivery Table is set out in Section 9 of the WHIDS.

With respect of transportation, extending the existing bus routes during construction and once development has been completed has been defined in conjunction with Bus Operators/ NYC. Costs have been sought from operators and services will be secured via S106.

The work includes apportionment of costs for off-site transport and highway mitigation (this includes improvements to the highway, active travel modes and public transport provision). This, together with a **per dwelling calculation for residential development and equivalent per dwelling calculation for the non-residential uses** ensures that a proportionate and fair contribution toward mitigation costs can be calculated for each development site and all land uses contribute to the mitigation. The Cumulative Transport Strategy produced by the promoters will identify the extent of off-site mitigation on the wider highway network. It identifies the contributing sites to the off-site highway funding through established modelling methodology. NYC has calculated buildability and cost estimates to assist NYC with scheme delivery considerations. The final mitigation and costs will be established through the planning application determinations.

Each application is to be accompanied by a Travel Plan. This will set out the targets and measures to be taken by the applicants to encourage sustainable travel to, from and within the new developments at West Harrogate. NYC sustainable travel team will review the individual application travel plans to ensure consistency of approach across all the West Harrogate sites. Travel Plan measures will be secured through the planning consent and delivered by a Travel Plan coordinator/ co-ordinator.

Indicative costs for highways provision are included in the Infrastructure Cost schedule and have been factored into the Viability assessment and Councils cashflow work which are informing the Strategic Infrastructure Contributions (SIC) and potential funding requirement to assist with upfront funding requirements.

6.5. Sports provision

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

The council will take ownership of the onsite sporting facilities on satisfactory completion and could be phased according to delivery of each element. NYC will then manage lease of the facilities to local clubs to be identified. NYC will manage and maintain the facilities in the long term, with contributions to maintenance from S106/Strategic contributions.

- Football will require on-site provision for natural and artificial grass pitches and additional changing rooms. This is to be constructed by the developers of the land at H45.
- Cricket will require on-site provision to provide a replacement cricket facility. This replacement facility will be required during the first phase of development with changing facilities built in later phases subject to the S106 contributions pot.
- For Cricket, Rugby Union, Hockey and adult football off site contributions will be required to help to improve and provide better facilities elsewhere in Harrogate. Triggers for these payments will be agreed in the S106 agreements but will be phased based upon the occupation of dwellings.

Sports England have confirmed that community use agreements for use of primary school pitches are on top of the policy open space requirements.

Costs for sport provision are included in the Infrastructure Cost schedule and have been factored into the Viability assessment and Councils cashflow work which are informing the Strategic Infrastructure Contributions (SIC) and potential funding requirement to assist with upfront funding requirements. Additional green space funding through S106 is also identified on some of the smaller sites e.g. H46

6.6. Open space

The WHPP (West Harrogate Parameters Plan) and the supporting IDS (Infrastructure Delivery Schedule) identifies land areas for the site-specific provision of amenity greenspace, natural & semi-natural greenspace, parks and gardens, allotments, cemeteries and spaces for children and young people. Financial contributions, locations, and triggers for delivery will be considered and conditioned through the development management process and the long-term maintenance and management requirements will be set out via the S.106 Planning Agreements for each site.



6.7. Local centres

Two local centres are required, the first on H49 and the second on H51. The local centres need to be well linked to the housing around them, easily accessible on foot and by bike to encourage residents to access the facilities via sustainable modes of travel.

It is recognised that these will be delivered as commercial propositions, will be subject to market conditions and the phasing delivery of the sites.

The timing and delivery of these local centre will be discussed and agreed as part of the application process. Timescales for delivery will be dependent upon the rate of housebuilding and occupation creating a market for the shop units etc.

In monitoring the scheme, the Council will need to see evidence that the site/shop units are being actively marketed. The Council's Economic Development team can assist with matching up operators for the units.

6.8. Employment

Delivery of the employment development allocated as part of site H51 will also be subject to market demand for the proposed units and the phased delivery of the site. Please refer to the WHPP for guidance as to the location of employment land.

Appropriate landscaped buffers for those employment plots neighbouring the new housing are required to ensure adequate residential amenity. The details of which will be shown indicatively through the whole-site masterplan at the application stage and then the details agreed as part of the reserved matters. A mechanism within the s106 (or condition) will set out the method to agree the timing for the delivery of the employment phase. Developers will need to show evidence as part of the Councils monitoring process that the site/units are being actively marketed. The Council's Economic Development team will work proactively with applicants to assist with matching up businesses seeking new premises.

7. Indicative phasing and infrastructure delivery timeline

7.1. H49 Windmill Farm, Anwyl Homes

A detailed planning application has been validated to encompass 770 dwellings, plus school and local centre.

The looped spine road will be constructed early to serve phases 1 and 2 and should be completed in the first 18 months. This will provide construction access to the school site which will be a fully serviced site in accordance with education's specification.

The local centre will be delivered subject to market interest, currently estimated to be constructed within 18 months of start of housing development. The plot is to be marketed after outline planning achieved.



7.2. Thomas Alexander Homes

A separate planning application is expected for the area around the equestrian centre on H49, being promoted by Thomas Alexander Homes. This could be an additional c80 units which will require separate negotiation based on pro rata requirements.

7.3. H45 Bluecoat, Homes England

Homes England is currently aiming to have selected a developer to be on site in 2024 and to have a build out rate of 60 dwellings per year. There will be three phases of housing including a phase to be delivered by a Small/medium enterprise (SME).

As part of the sport provision there will be a Football Hub and new Cricket facilities. Delivery of the cricket pitch to be early in the overall programme, subject to agreements regarding management and maintenance.

Access to the site for Phase 1 will be via the proposed highway junctions from Beckwith Head Road and Phases 2 & 3 via the new junction off Otley Road.



7.4. H51 Lady Lane, Gladman

The indicative phasing is shown on for indicative purposes only below. The phasing for the site will be confirmed at RM stage by the housebuilder(s). The Spine Road will be completed prior to the start of phase 3 with each end of the road starting alongside phases 1 and 2 respectively. The employment land is identified within phase 4 but has the potential to be started at the same time as phase 3 and upon completion of the Spine Road, subject to market interest.

7.5. H51 Lady Lane, Banks

Access for construction will be off the new roundabout already built on Whinney Lane. This will serve phases 1, and the school site during construction (although a further temporary site access could be required specifically for constructing the school on Whinney lane subject to further discussion).

Phase 1 is likely to be combined and marketed to select one house builder.

The school site will also have accessibility from Gladman site and the Local Centre area.



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| | Contraction | | | | | | | | | | | | | | | | | |
| | Commission | | | | | | | | | | | | | | | | | |
| | Open | | | | | | | | | | | | | | | | | |
| | Secondary | | | | | | | | | | | | | | | | | |
| | Secondary extensions | | | | | | | | | | | | | | | | | |
| | Contributions | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| | Health | | | | | | | | | | | | | | | | | |
| | Health provision | | | | | | | | | | | | | | | | | |
| | Contributions | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| | Off-site Transport | | | | | | | | | | | | | | | | | |
| 1 | Bus service contribution | | | | | | | | | | | | | | | | | |
| 1 | Otley Road Cycle and walking | | | | | | | | | | | | | | | | | |
| 1 | SJ 20 | | | | | | | | | | | | | | | | | |
| 1 | SJ 6 | | | | | | | | | | | | | | | | | |
| 2 | Otley Road widening | | | | | | | | | | | | | | | | | |
| 2 | SJ 19 | | | | | | | | | | | | | | | | | |
| 2 | Howhill Road strengthening | | | | | | | | | | | | | | | | | |
| 2 | SJ28 | | | | | | | | | | | | | | | | | |



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| 2 | Signalisation Of Burnbridge Rail Bridge | | | | | | | | | | | | | | | | |
| 2 | SJ22 | | | | | | | | | | | | | | | | |
| 2 | SJ15 | | | | | | | | | | | | | | | | |
| 2 | SJ12 | | | | | | | | | | | | | | | | |
| 3 | SJ10 | | | | | | | | | | | | | | | | |
| 3 | SJ11 | | | | | | | | | | | | | | | | |
| 3 | SJ14 | | | | | | | | | | | | | | | | |
| 3 | SJ13 | | | | | | | | | | | | | | | | |
| 3 | SJ26 | | | | | | | | | | | | | | | | |
| 4 | SJ5 | | | | | | | | | | | | | | | | |
| 4 | SJ16/17 | | | | | | | | | | | | | | | | |
| 4 | SJ25 | | | | | | | | | | | | | | | | |
| 4 | SJ8 | | | | | | | | | | | | | | | | |
| 4 | SJ9 | | | | | | | | | | | | | | | | |
| 5 | SJ7 | | | | | | | | | | | | | | | | |
| 5 | SJ21 | | | | | | | | | | | | | | | | |
| | Hilltop Lane | | | | | | | | | | | | | | | | |
| | Hilltop Lane Widening | | | | | | | | | | | | | | | | |
| | Beckwithshaw | | | | | | | | | | | | | | | | |
| | TROs | | | | | | | | | | | | | | | | |
| | Burnbridge Traffic Calming | | | | | | | | | | | | | | | | |



8. Financial overview

The Council commissioned Aspinall Verdi to carry out a cashflow exercise to understand the council's financial position - as it takes on responsibility to deliver the necessary strategic infrastructure, in a timely manner, in order to facilitate delivery of the residential sites. If specific items of infrastructure fail to be funded/delivered, then the sites could stall, and housing delivery targets fail to be achieved. Although the Council will initially pay for the infrastructure, they will look to recover the costs from the sites as the new homes are delivered. Aspinall Verdi's exercise therefore also tested the ability to recover these costs from the schemes.

This exercise has been conducted using two models –

- Firstly, an income/revenue cashflow showing when receipts from developers' strategic contributions arrive, when the infrastructure needs to be paid for and consequently what may impact on the council's potential requirement for upfront funding. The total contributions include s106 contributions already received from other schemes in the vicinity.
- The second exercise was to produce viability appraisals for each of the development sites to ensure that each can afford the strategic contributions and any S106 contributions. These strategic contributions will be used to fund highways/transportation. Education, health, sport and community greenspace are included in these appraisals as S106 contributions.

A detailed report by Aspinall Verdi has been produced which articulates all the assumptions used to generate the outputs. These assumptions have been shared with the land promoters.

The viability appraisals for each of the development plots demonstrate that there is sufficient land value and developer profit to make the strategic contributions alongside any site-specific section 106 requirements.

The council's cashflow reflects the fact that certain elements of infrastructure will be required before any of the units are delivered and occupied. Costs could therefore be incurred by the council which exceed the funding already accumulated on other local sites plus any pre-commencement payments agreed as part of the planning permission, and before housebuilders are due to hand over their full contributions in accordance with the housing delivery trajectory. This means that the council may have to fund the works upfront, incurring interest costs and adding to the council's cost profile. The cashflow model identifies the extent of funding the council may need to arrange and makes assumptions about the rates of interest to be applied. It also identified when the contributions will be received in due course in order to make repayments and settle the fund account. It is important to note that without these funds facilitating the provision of infrastructure at exactly the right time to allow housing to be constructed and occupied – i.e. highways mitigations, school places available etc - the development would stall and potentially fail to deliver.

9. Processing planning permissions and monitoring onward delivery.

9.1. Development management

In order to ensure that the planning process aspect of delivery is managed efficiently by the local planning authority, NYC has already identified a dedicated resource of experienced and senior planning officers. The aim being to ensure that a transparent and equitable approach is applied to all sites within the allocation. This will apply to all stages of the process including identifying routes to standardisation of planning conditions and s106 clauses and the ultimate aim being to expedite the planning process.

9.2. Delivery account management

To take a lead role in driving forward the delivery of housing across the West of Harrogate sites through proactive account management of sites from the point of identifying preferred allocations/pre-application stage through to completion on site.

- Using a RAG (red, amber, green) database of sites which is kept updated following regular discussions with site promoters/agents and depending on what stage, sites are at – Development Management Officers.
- Regular checking of the Local Plan Database which logs starts and completions.
- Recent changes to the Local Plan Database mean that progress of sites is monitored (i.e., the system will show whether groundworks have commenced, also whether an outline application has been followed up with a reserved matters and subsequently discharge of conditions applications).
- Account Management work involves regularly contacting promoters/agents/landowners and applicants to get an update on site delivery and trajectory for build completions and this can also involve site visits.
- Housing Delivery Account Manager role is a co-ordination/enabling role. If there are any issues or delays to delivery which are flagged up during conversations with applicants and which are due to the Local Authority/NYCC, then appropriate follow up action is taken with those involved.

To enable this process to work, the Housing Delivery Account Manager needs:

- Updated and relevant contacts who can provide forecast build completions.
- “Buy-in” from developers to the account management process.
- Regular communication from developers if programmes change substantially.
- Build programmes from the developers - this helps the Council and RPs monitor and manage affordable housing delivery (i.e. the nomination process which takes at least 2 months and also RP cashflow management) and overall site delivery forecasts which feeds into our yearly plan review.

9.3. S106 - Account management

The S106/CIL Delivery Officer will keep a record of all financial and non-financial obligations entered into as part of all S106s for the West of Harrogate using the Exacom monitoring software.

Progress with delivery of each clause of a S106 is tracked using regular review dates that are set in line with the trigger points of each individual S106 agreement. Trigger points are scheme specific but the most common triggers are:

- Prior to commencement
- Prior to occupation of x Open Market Dwellings (OMD)
- Prior to occupation of any dwelling type

A combination of internal Council records, site visits and updates from developers are used to check progress and appropriate enforcement action is taken to resolve any delivery delays or breaches of a S106 covenant.

The Council will undertake to review the S106 monies received on an annual basis and where necessary realign the planned infrastructure delivery programme to optimise the overall development of these strategic sites.

As infrastructure is completed or S106 payments are made, a discharge notice for the relevant covenant is sent by the S106/CIL Officer to the developer to confirm compliance with that part of the S106 agreement.

9.4. Highways delivery programme

The delivery of the highway improvements and mitigations programme of works will be managed by the NYC Major Projects and Infrastructure Team. They are experienced in life cycle delivery of Civil Engineering projects ranging in scale from c£500k interventions upwards, towards the current largest live project namely A59 Kex Gill realignment @ £68.6m. Overall portfolio value of works currently engaged upon exceeds £200m across several types of infrastructure projects. These in turn range from Capital funded highway works, town centre regeneration, rail interfaces, structural / bridge assets, coastal protection, electric vehicle infrastructure and in partnerships with National Highways / DfT / Transport for the North, projects upon strategic route networks.

Informed internal expertise is founded on comprehensive engineering design capability, contract procurement / management, statutory procedure navigation, stakeholder liaison, consultant / contractor market engagement, financial and programme management, Business Case development all together with a thorough understanding of working in a public sector, governed and political environment.

The delivery of a co-ordinated highway network upgrade presented by West of Harrogate including signals / roundabouts and multiple junction interferences is within the Teams capability to manage in partnership with multi-disciplinary teams and colleagues across the Councils establishment.

West Harrogate - Suggested Junction Delivery Priority

| Priority Grouping | Scheme Ref | Mitigation Scheme / Location | Rationale |
|-------------------|------------|--|---|
| 1 | | Bus Service Provision - Pre-occupation - Annual cost draw down | Need to see this come forward early in the programme to promote sustainable transport |
| 1 | | Walking and Cycling / Otley Road Phase 3 | Need to see this come forward early in the programme to promote sustainable transport |
| 1 | 4 (SJ20) | SJ20: B6162 Otley Road / Crag Lane / Beckwith Head Road - due to linkages with Otley Road Phase 3 | Needs to link with the Otley Road Phase 3 cycle scheme Also consider part of Corridor Study |
| 1 | | SJ6: Beckwith Road/Yew Tree Lane/Green Lane/Whinney Lane/Pannal Ash Road | If H51 built-out first then this junction will need a higher prioritisation. Moved up priority due to Active Travel Scheme and H51 Banks coming forward early |
| 2 | | Otley Road widening scheme | |
| 2 | 7 (SJ19) | SJ19: Beckwith Road/Otley Road due to linkages with Cycle Phase 3 | Needs to link with the Otley Road Phase 3 cycle scheme Also consider part of Corridor Study |
| 2 | | Howhill Road Strengthening | |
| 2 | | SJ28 Burn Bridge Road/Malthouse Road - due to pinch point road safety. Increased traffic flow will increase problems | Not a capacity issue but increased priority due to pinch point / road safety concern |
| 2 | | Signalisation of Burnbridge Lane Railway Bridge | Synergies with SJ28 so should be linked |
| 2 | 15 (SJ22) | SJ22: Otley Road/B6161 (Pot Bank) | Priority to deal with pre-existing capacity issues |
| 2 | 10 (SJ15) | SJ15: A61 (Leeds Road / West Park) / Otley Road / York Place (Prince of Wales roundabout) | Pre-existing capacity consideration |
| 2 | 5 (SJ12) | SJ12: A61 The Carr Leeds Road / Follifoot Road | HTIP linkage, also need to ensure A61 walking / cycling corridor work is linked to this scheme |
| 3 | 12 (SJ10) | SJ10: Burn Bridge Lane/A61 (SJ10 & 11 linked) | SJ10 and SJ11 should be considered for delivery together |
| 3 | 13 (SJ11) | SJ11 A61/A658 (SJ 10& 11 linked) | SJ10 and SJ11 should be considered for delivery together |
| 3 | | SJ14: A61/South Drive/St Georges Road/Park Drive | Pre-existing capacity consideration |

| | | | |
|---|------------------|---|---|
| 3 | 2 (SJ13) | SJ13: A61 Leeds Road / Leadhall Lane / Hookstone Road (Marks and Spencers Junction) | Capacity issues with committed developments |
| 3 | 3 (SJ26) | SJ26: A661 Wetherby Road/Hookstone Chase/Hookstone Road (Woodlands Junction) | Capacity consideration with committed developments |
| 4 | | SJ5 Lady Lane/Beckwith Head Road - needs to be linked to the H51 Site Access work | Works need to be linked to the H51 site access work so may need to be re-prioritised. |
| 4 | 8/9 (SJ16/17) | SJ16 & SJ17: Pannal Ash Road/Otley Road Cold Bath Road/Otley Road | Consider part of Corridor Study |
| 4 | | SJ25: A59/A661/A6040 (Empress R'abt) | Capacity consideration at full build-out |
| 4 | 11 (SJ8) | SJ8: Rossett Green Lane/ Green Lane/ Leadhall Lane | May need to be higher priority if H51 / H36 built-out first |
| 4 | | SJ9: Burn Bridge Road / Hill Foot Lane | May need to be higher priority if H51 comes forward late |
| 5 | | SJ7: Rossett Green Lane / Yew Tree Junction | Does not exceed capacity but provided on safety grounds |
| 5 | 6 (SJ21) | SJ21: Howhill Road/Otley Road - will need forward as a S278 associated with H49 and also undertake widening/strengthening of Howhill at same time | Will come forward as a S278 associated with H49 and also undertaken widening / strengthening of Howhill Road at same time |

Others to be coordinated with appropriate associated works in wider programme

| Highway links / improvement schemes | |
|---|--|
| Hill Top Lane/Fall Lane Bend | mid programme |
| Hill Top Lane Localised widening | mid programme |
| Beckwithshaw crossing point | possible link with Pot Bank scheme |
| TROs | constant, throughout |
| Burnbridge, Yew Tree Lane, Lady Lane etc Traffic Management / Calming | various mix of small schemes |
| Otley Road Intelligent Signals Corridor | linked to Otley Road junction mitigation |
| Vivacity Monitoring System | first occupation |

10. Next steps

This West of Harrogate infrastructure delivery strategy is a dynamic document, intended to be used as a basis for consideration throughout the planning process. It will inform both applicants and development management teams as a useful tool to assist with the Councils cashflow planning, programming of infrastructure and potential public sector funding bids to assist with upfront funding issues and impact on pace of delivery.



Glossary of planning terms.

Adopted Harrogate District Local Plan 2014: The plan and vision for future development within Harrogate District up to 2035, drawn up by the local planning authority in consultation with communities and other bodies.

Adoption: The final confirmation of a development plan of local development document as having a statutory status by a Local Planning Authority (LPA).

Affordable housing: Affordable housing includes housing for sale or rent, for those whose needs are not met by the market (including housing that provides subsidised route to home ownership and/or is for essential local workers); and which complies with one of more of the following definitions: affordable housing for rent; starter homes; discounted market sales housing; other affordable routes to home ownership.

Affordable rent: Affordable rented homes are made obtainable to tenants at up to a maximum of 80% of market rent and are allocated in the same way as current social housing.

Air quality: Is the term used to describe how polluted the air we breathe is.

Amenity greenspace: Open land, usually landscaped, that contributes positively which improved the appearance of an area or improves the quality of life for the people who live locally. It tends to provide opportunities or a purpose such as, sport activities or as a barrier to reduce noise pollution.

Biodiversity: The whole variety of life encompassing all genetics, species and ecosystem variations, including plants and animals.

Blue infrastructure: This refers to physical blue elements like rivers, canals, rivers, ponds, wetlands, floodplains and water treatment facilities.

CIL: Community Infrastructure Levy (CIL) is a planning charge, calculated on a £ per square meter basis, introduced by the Planning Act 2008, as a tool for local authorities in England and Wales to help deliver infrastructure to support the development of their area. To be noted CIL does not replace Section 106 agreements.

North Yorkshire Council are responsible for the provision of services such as education, transport, planning, health and social care, libraries, waste management and trading standards. **Taking over from** Harrogate Borough Council as the local planning authority who make the final decision on planning applications.

Custom build: To build to individual order. Projects where individuals or groups work with a specialist developer to help deliver their new home(s).

Design coding: A tool accessible to local planning authorities, communities, and developers to define and deliver design quality, this can include design guides, planning briefs, heritage characterisation studies, standards and masterplans as set out in the NPPF and planning practice guidance.

Finance Act 2003: An act to grant certain duties, to alter other duties and to amend the law relating to National Debt and Public Revenue, and to make further provision in connection with finance.



First Homes: First Homes are a specific type of discounted market sale housing and should be considered to meet the definition of 'affordable housing' for planning purposes.

Full application: A planning application seeking full permission for a development proposal, with no matters reserved for later approval.

Full planning: If granted full planning permission gives your project the exact go-ahead to proceed as planned.

GIA: Gross Internal Area, generally speaking the entire enclosed area of a building within the external walls taking each floor into account, excluding the thickness of the external walls.

Green infrastructure: The physical natural environment within and between our cities, towns, and villages. It can consist of multi-functional open spaces, informal spaces, closed spaces including parks, gardens, woodlands, green corridors, street trees and the countryside.

Greenfield land/site: Land (or a defined site) which has not been built on before or where the remains of any structure or activity have blended into the landscape over time.

Housing and Economic Development Needs Assessment HEDNA: The HEDNA provided an evidence base to inform the preparation of statutory local plans by individual local planning authorities.

HM Land Registry: A non-ministerial department that registers the ownership of land and property in England and Wales. It involves a land title accompanied with a title plan that indicates the property boundaries.

Homes England: A government housing accelerator that drives positive market change, by releasing more land to developers to provide more homes and improve neighbourhoods and grow communities.

Housing and Planning Act 2016: An Act of Parliament in the United Kingdom that makes widespread changes and amendments to housing policy and the planning system.

Infrastructure: The basic structures and facilities that support and serve a society or organisation.

Legibility: A legible area is one with a strong sense of local identity. Locations, streets, open spaces, and places that have a clear image and are easy to understand e.g. the ease to navigate through and around an area.

Local centres: Local centres can include a small group of shops or a limited service outlet of a local nature.

Local planning authority (LPA): Local authority responsible for planning and development control. Has the meaning given in section 1 of the Town and Country Planning Act 1990(c); Harrogate Borough Council is the local planning authority in this document.

Masterplan: A masterplan is a long-term planning document that provides a conceptual guide for future growth and development.

Material considerations: A matter that should be taken into account in deciding a planning application or on an appeal against a planning decision,

National Planning Policy Framework: Document containing all national planning policy first published in 2012 and updated in February 2019. The NPPF's policies sets out a framework for local and neighbourhood plans and decisions on planning applications.

Natural and semi-natural green space: Includes woodlands, wetlands, urban forestry, Local Geological Sites, scrub and grassland.

NDSS: National Described Space Standards, standards that deal with internal space within new dwellings and suitable for application across all tenures.

NYCC: North Yorkshire County Council.

Offsite: Offsite refers to the planning, construction, designing, fabricating, and assembling of the components/building to be done, to be transported to the allocated site.

Onsite: The process taking place on the allocated development site.

Open space: All open space of public value which includes land, additionally rivers, canals, lakes, and reservoirs, that offer important opportunities for sport and recreation and can act as a visual amenity.

Phasing: The phasing of development into distinct manageable parts.

Planning condition(s): A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.

Planning permission: Formal approval sought from a local planning authority allowing a proposed development to proceed. Permission may be sought in principle through outline planning applications, or be sought in detail through full planning applications,

Regeneration: the economic, social and environmental renewal and improvement of rural and urban areas.

Registered Providers (RP): An affordable housing provider or local authority entered on the Register pursuant to section 114 of the Housing and Regeneration Act 2008 or a body entered on the Register as a non-profit organisation or profit-making organisation.

Section 106 agreement: A legal agreement between the local planning authority and a developer regarding measures that the developer must take to reduce their impact on the community.

Self-build and Custom Housebuilding Act 2015: An Act to place duty on certain public authorities to keep a register of individuals and associations who wish to acquire serviced plots of land to bring forward self-build and custom housebuilding projects. To place a duty on certain public authorities to have regard to those registers in carrying out planning and other functions.

Self-build: Projects where individuals or groups directly organise the design and construction of their new home(s).

Shared ownership: It involves one property, more than one owner, and blends them to maximise profit and tax reductions.

Social Infrastructure: Social Infrastructure can cover a range of services and facilities that meet local and strategic needs, that contribute towards a good quality of life. It can include health provisions, education, community, play, youth, recreation, sports, faith and emergency facilities.

Strategic sites: Strategic sites tend to be sites where great change is envisaged. Each site has a specific land use allocation contained within the Core Strategy. It involves the principles of development accompanied by necessary infrastructure and planning obligations are also provided as separate policies.

Sustainable development: A widely used definition drawn up by the World Commission on Environment and Development in 1987: “development that meets the needs of the present without comprising the ability of future generations to meet their own needs”. The Government has set four aims for sustainable development in its strategy “A Better Quality of Life, a strategy for Sustainable Development in the UK”. The four aims, to be achieved simultaneously are: social progress which recognises the needs for everyone; effective protection of the environment; the prudent use of natural resources; and maintenance of high and stable levels of economic growth.

Transport Statement : A simplified version of a transport assessment where it is agreed the transport issues emerging out of development proposals are limited and a full transport assessment is not required.

Transport corridor: Transport links generally operate within the strip of land known as the transport corridor. They are paths for any future option of travel including road and rail, for a range of uses e.g. buses, cars and pedestrians.

Urban design: The art of making places. It consists of the design of buildings, groups of buildings, spaces, and landscapes, in villages, towns and cities to produce successful development.

Urban extension: A urban extension involves the planned extension of a city or town and can contribute to creating more sustainable patterns of development when located in the right place, with well-planned infrastructure, which offer a range of facilities, and when developed at appropriate densities.

Viability: In terms of retailing, a centre that is capable of success. This generally refers to the economic status of a development.

West Harrogate Parameters Plan (WHPP): The West Harrogate Parameters Plan provides guidance to aid the interpretation of policies in the Harrogate District Local Plan 2014-2035.

West of Harrogate Infrastructure Delivery Strategy (WHIDS): A plan in preparation which will provide further detail on the timing and delivery of supporting infrastructure for West Harrogate.

Yield: In this case the yield relates to the number of properties able to be developed on an individual site given the application of policy requirements.



APPENDIX D : West Harrogate Open Space and Playing Pitch Consolidated Requirements Note – March 2023

The open space and playing requirement calculations are based on the following:

- H49 Windmill Farm Otley Road (22/00089/EIAMAJ):
 - without self-build element - 770 dwellings (2161 residents)
 - with self-build element – 810 dwellings (2256 residents)
- H51 Land east of Lady Lane (20/01706/EIAMAJ) – 269 dwellings (635 residents)
- H51 Land east of Lady Lane (18/05202/EIAMAJ) – 480 dwellings (1128 residents)
- H45 Bluecoat Park (22/01558/EIAMAJ) – 480 dwellings (1128 residents)

The HBC adopted Open Space SPD 2021 states: If the type of dwellings proposed is not known, for example when considering an application for outline planning permission, the estimated increase in population will be calculated using an average household size of 2.35 people. This has been taken into account in the calculations table. The SPD also explains that: whilst the methodology to calculate open space contributions should be used to establish the starting point for contributions, the actual amount of on-site provision will be established as part of wider masterplanning discussions.

The open space requirements (all the typologies excluding Outdoor Sport) as detailed below are gained from the HBC's commuted sums software which calculates them in line with the process, quantity/quality standards and distance thresholds outlined in the Open Space SPD. The requirements are CIL compliant as follows:

- **Necessary to make the development acceptable in planning terms** – uses quantity and quality thresholds to ensure that contributions are only required where there is an insufficient amount of that typology of open space in the identified area to accommodate the increase in population or the open space that does exist is not of sufficient quality to accommodate the increase in population
- **Directly related to the development** – uses a distance threshold to ensure that contributions are only requested for nearby sites and identifies the actual site that the money should be spent on rather than a general cemeteries pot
- **Fairly and reasonably related in scale and kind to the development** – generates the amount of money based on formula laid out in the SPD, the costs of which are transparent and reflect the actual cost involved in enhancing existing open space or installing new. The costs are also only calculated on the increased population of the actual development and are not used to mitigate an existing problem

| | H45 | | | H45 (with Allotments Enhance) | | |
|--|---------|----------|------------------------|-------------------------------|-------------------------|------------------------|
| | Type | Amount | Maintenance (10 years) | Type | Amount | Maintenance (10 years) |
| Allotments | On-site | 0.21ha | £1945.21 | Enhance | £29,610.00 ¹ | £0 |
| Amenity Green Space | On-site | 1.83ha | £138,578.30 | On-site | 1.83ha | £138,578.30 |
| Cemeteries² | Enhance | £117,312 | £0 | Enhance | £117,312 | £0 |
| NSNG³ | On-site | 4.59ha | £215,958.76 | Onsite | 4.59ha | £215,958.76 |
| Parks and Gardens⁴ | Enhance | £0 | £0 | Enhance | £0 | £0 |
| Provision for Children and Young People | On-site | 0.133ha | £133,913.52 | On-site | 0.133ha | £133,913.52 |

| | H49 as submitted | | | H49 plus 40 self-build | | |
|--|------------------|------------|------------------------|------------------------|----------|------------------------|
| | Type | Amount | Maintenance (10 years) | Type | Amount | Maintenance (10 years) |
| Allotments | Enhance | £56,726.25 | £0 | Enhance | £59,220 | £0 |
| Amenity Green Space | On-site | 3.5ha | £265,485.55 | On-site | 3.67ha | £277,156.59 |
| Cemeteries | Enhance | £224,744 | £0 | Enhance | £234,624 | £0 |
| NSNG⁵ | On-site | 8.79ha | £413,729.50 | On-site | 9.18ha | £431,917.52 |
| Parks and Gardens | On-site | 0.32ha | £40,142.74 | On-site | 0.33ha | £0 |
| Provision for Children and Young People | On-site | 0.27ha | £276,571.88 | On-site | 0.28ha | £288,971.28 |

¹ Whilst the calculation shows a requirement for on-site allotment provision, if this is not possible the figure shown will be required as an off-site enhancement contribution instead

² Cemeteries is always an off-site contribution

³ Whilst the calculation shows a requirement for on-site NSNG provision, if this is not possible an off-site enhancement financial contribution will be required instead

⁴ There is no requirement for Parks and Gardens as there is no site within the 1km threshold

⁵ Whilst the calculation shows a requirement for on-site NSNG provision, if this is not possible an off-site enhancement financial contribution will be required instead

| | H51 (20/01706/EIAMAJ) | | | H51 (with Allotments Enhance) | | |
|---|-----------------------|---------|------------------------|-------------------------------|-------------------------|------------------------|
| | Type | Amount | Maintenance (10 years) | Type | Amount | Maintenance (10 years) |
| Allotments | On-site | 0.22ha | £2033.59 | Enhance | £16,668.75 ⁶ | £0 |
| Amenity Green Space | On-site | 1.03ha | £78,011.72 | On-site | 1.03ha | £78,011.72 |
| Cemeteries | Enhance | £66,040 | £0 | Enhance | £66,040 | £0 |
| NSNG ⁷ | On-site | 2.58ha | £121,572.53 | On-site | 2.58ha | £121,572.53 |
| Parks and Gardens | Enhance | £0 | £0 | Enhance | £0 | £0 |
| Provision for Children and Young People | On-site | 0.072ha | £72,699.64 | On-site | 0.072ha | £72,699.64 |

| | H51 (18/05202/EIAMAJ) | | | H51 (with Allotments Enhance) | | |
|---|------------------------|----------|------------------------|-------------------------------|-------------------------|------------------------|
| | Type | Amount | Maintenance (10 years) | Type | Amount | Maintenance (10 years) |
| Allotments | On-site | 0.39ha | £3612.42 | Enhance | £29,610.00 ⁸ | £0 |
| Amenity Green Space | On-site | 1.83ha | £138,578.30 | On-site | 1.83ha | £138,578.30 |
| Cemeteries | Enhance | £117,312 | £0 | Enhance | £117,312 | £0 |
| NSNG ⁹ | On-site | 4.59ha | £215,958.76 | On-site | 4.59ha | £215,958.76 |
| Parks and Gardens | Enhance | £0 | £0 | Enhance | £0 | £0 |
| Provision for Children and Young People | On-site | 0.133ha | £133,913.52 | On-site | 0.133ha | £133,913.52 |

The sport requirement figures below are based on information from the updated PPS and are produced using the Online Sport England Playing Pitch Calculator which updates regularly with regard to costings. Developer contributions within the S106 will vary depending on what is required on-site (football only) as well as the delivery and future management/maintenance strategy agreed.

| Type of Pitch | Number of pitches required to meet the estimated demand | Capital Cost (Pitches) | Lifecycle Cost per annum - (10 years maintenance) | Changing rooms (number) | Changing rooms (capital cost) |
|-----------------------------|---|------------------------|---|-------------------------|-------------------------------|
| Adult Grass Football | | | | | |
| H49 as submitted | 0.43 | £43,713 | £9223 (£92,230) | 0.86 | £157,158 |
| H49 with 40 self-build | 0.45 | £45,634 | £9629 (£96,290) | 0.90 | £164,066 |
| H51 (269 dwellings) | 0.13 | £12,845 | £2710 (£27,100) | 0.25 | £46,179 |
| H51 (480 dwellings) | 0.22 | £22,819 | £4815 (£48,150) | 0.45 | £82,039 |
| H45 | 0.22 | £22,819 | £4815 (£48,150) | 0.45 | £82,039 |
| Youth Grass Football | | | | | |
| H49 as submitted | 0.85 | £69,832 | £14,665 (£146,650) | 0.98 | £179,689 |
| H49 with 40 self-build | 0.88 | £72,896 | £15,308 (£153,080) | 1.02 | £187,567 |
| H51 (269 dwellings) | 0.25 | £20,518 | £4309 (£43,090) | 0.29 | £52,779 |
| H51 (480 dwellings) | 0.44 | £36,449 | £7654 (£76,540) | 0.51 | £93,870 |
| H45 | 0.44 | £36,449 | £7654 (£76,540) | 0.51 | £93,870 |

⁶ Whilst the calculation shows a requirement for on-site allotment provision, if this is not possible the figure shown will be required as an off-site enhancement contribution instead

⁷ Whilst the calculation shows a requirement for on-site NSNG provision, if this is not possible an off-site enhancement financial contribution will be required instead

⁸ Whilst the calculation shows a requirement for on-site allotment provision, if this is not possible the figure shown will be required as an off-site enhancement contribution instead

⁹ Whilst the calculation shows a requirement for on-site NSNG provision, if this is not possible an off-site enhancement financial contribution will be required instead

| Type of Pitch | Number of pitches required to meet the estimated demand | Capital Cost (Pitches) | Lifecycle Cost per annum - (10 years maintenance) | Changing rooms (number) | Changing rooms (capital cost) |
|----------------------------|---|------------------------|---|-------------------------|-------------------------------|
| Mini Grass Football | | | | | |
| H49 as submitted | 0.52 | £15,241 | £3201 (£32,010) | 0.00 | £0 |
| H49 with 40 self-build | 0.55 | £15,912 | £3341 (£33,410) | 0.00 | £0 |
| H51 (269 dwellings) | 0.15 | £4480 | £941 (£9410) | 0.00 | £0 |
| H51 (480 dwellings) | 0.27 | £7956 | £1671 (£16,710) | 0.00 | £0 |
| H45 | 0.27 | £7956 | £1671 (£16,710) | 0.00 | £0 |

| | | | | | |
|--|------|---------|-----------------|------|----------|
| Rugby Union Grass ¹⁰ | | | | | |
| H49 as submitted | 0.27 | £41,669 | £8917 (£89,170) | 0.54 | £98,312 |
| H49 with 40 self-build | 0.28 | £43,499 | £9309 (£93,090) | 0.56 | £102,631 |
| H51 (269 dwellings) | 0.08 | £12,243 | £2620 (£26,200) | 0.16 | £28,885 |
| H51 (480 dwellings) | 0.14 | £21,750 | £4655 (£46,550) | 0.28 | £51,317 |
| H45 | 0.14 | £21,750 | £4655 (£46,550) | 0.28 | £51,317 |

| | | | | | |
|-----------------------------------|------|----------|--------------------|------|----------|
| Cricket Grass¹¹ | | | | | |
| H49 as submitted | 0.58 | £184,457 | £37,260 (£322,600) | 1.15 | £211,008 |
| H49 with 40 self-build | 0.60 | £192,565 | £38,898 (£388,980) | 1.20 | £220,283 |
| H51 (269 dwellings) | 0.17 | £54,204 | £10,949 (£109,490) | 0.34 | £62,0006 |
| H51 (480 dwellings) | 0.30 | £96,286 | £19,450 (£194,900) | 0.60 | £110,145 |
| H45 | 0.30 | £96,286 | £19,450 (£194,900) | 0.60 | £110,145 |

| | | | | | |
|--|------|----------|-----------------|------|---------|
| Sand Based Artificial (Hockey)¹² | | | | | |
| H49 as submitted | 0.06 | £47,985 | £1488 (£14,880) | 0.12 | £21,063 |
| H49 with 40 self-build | 0.06 | £45,966 | £1425 (£14,250) | 0.11 | £20,177 |
| H51 (269 dwellings) | 0.02 | £13,507 | £419 (£4190) | 0.03 | £5929 |
| H51 (480 dwellings) | 0.03 | £23,994 | £744 (£7440) | 0.06 | £10,532 |
| H45 | 0.03 | £23,994 | £744 (£7440) | 0.06 | £10,532 |
| 3G Artificial¹³ | | | | | |
| H49 as submitted | 0.10 | £103,121 | £3933 (£39,330) | 0.20 | £36,212 |
| H49 with 40 self-build | 0.09 | £98,782 | £3768 (£37,680) | 0.19 | £34,689 |
| H51 (269 dwellings) | 0.03 | £29,028 | £1107 (£11,070) | 0.06 | £10,194 |
| H51 (480 dwellings) | 0.05 | £51,562 | £1967 (£19,670) | 0.10 | £18,107 |
| H45 | 0.05 | £51,562 | £1967 (£19,670) | 0.10 | £18,107 |

This note provides estimated costs /provision based on application numbers as of March 2023. Final figures to be confirmed through the planning application process using the most up to date information.

¹⁰ These rugby requirements will not be expected onsite but as off-site financial contributions in line with the PPS

¹¹ These cricket requirements will not be expected onsite but as off-site financial contributions in line with the PPS

¹² These hockey requirements will not be expected onsite but as off-site financial contributions in line with the PPS

¹³ These 3G requirements will not be expected onsite but as off-site financial contributions in line with the PPS

Estimated costs based on draft Cumulative Transport Strategy work and buildability costing commission. Final figures to be determined through planning application consideration

| Junction Ref | Location | Notes | Costings (Exc Comm) | Committed Sums | Total |
|--------------|---|-------------------------------|---------------------|----------------|--------------|
| SJ5 | Lady Lane/Beckwith Head Road Junction | | 46,020.72 | 0.00 | 46,020.72 |
| SJ6 | Whinney Lane/Beckwith Head Road/Pannal Ash Road | | 2,313,609.00 | 98,343.00 | 2,411,952.00 |
| SJ7 | Rossett Green Lane/Yew Tree Junction | | 705,777.55 | 15,509.00 | 721,286.55 |
| SJ8 | Rossett Green Lane/Green Lane/Leadhall Lane/Church Lane | | 459,775.34 | 28,483.14 | 488,258.48 |
| SJ9 | Burn Bridge Road / Hill Foot Lane Mini Roundabout | | | | |
| SJ10 | A61/Burn Bridge Lane | | 3,841,048.54 | 290,303.00 | 4,131,351.54 |
| SJ11 | A658/Buttersdyke Bar Roundabout | Included in above | | | |
| SJ12 | A61 Leeds/Pannal Bank/Follifood Road | | 737,534.00 | 0.00 | 737,534.00 |
| SJ13 | A61/Leadhall Lane/Hookstone Road (M&S) | | 1175895.94 | 7440.96 | 1,183,336.90 |
| SJ14 | Leeds Road/Park Drive/St Georges Road | | 46,020.72 | 0.00 | 46,020.72 |
| SJ15 | Otley Road/Leeds Road/Princess of Wales R/A | | 5,074,745.47 | 462,888.00 | 5,537,633.47 |
| SJ19 | Otley Road/Beckwith Road | | 4,013,460.52 | 237,802.00 | 4,251,262.52 |
| SJ20 | Otley Road/Beckwith Head Road | | 945,371.32 | 0.00 | 945,371.32 |
| SJ21 | Otley Road/Howhill Road | S278 works so outside of this | | | |
| SJ22 | Otley Road/ Pot Bank | | 3,738,155.25 | 140,923.00 | 3,879,078.25 |
| SJ25 | A59/A6040 Empress roundabout | | 44,150.17 | 0.00 | 44,150.17 |
| SJ26 | Wetherby Road/Hookstone Chase | | 2,840,995.53 | 11,728.00 | 2,852,723.53 |
| SJ28 | Burn Bridge Road/Malthouse Road | | 490,381.25 | 30,000.00 | 520,381.25 |

| | | | | | |
|-------------------|---|--|--------------|------------|--------------|
| <u>Road</u> | Howhill Road Widening/Strengthening | | 1,759,655.47 | 0.00 | 1,759,655.47 |
| <u>Link/Route</u> | | | | | |
| <u>Mitigation</u> | Otley Road (Howhill Road to Crag Lane) Widening | | 458,243.00 | 0.00 | 458,243.00 |
| | Hill Top Lane/Fall Lane Bend | | 55,179.00 | 0.00 | 55,179.00 |
| | Hill Top Lane Localised widening | | 530,582.00 | 0.00 | 530,582.00 |
| | Otley Road cycle infrastructure | | 1,756,018.31 | 59,410.00 | 1,815,428.31 |
| | Beckwithshaw | | 370,000.00 | 138,725.00 | 508,725.00 |
| | TROs | | 50,000.00 | 0 | 50,000.00 |
| | Otley Road intelligent signals corridor | | 944,000.00 | 250,000.00 | 1,194,000.00 |
| | Burnbridge, Yew Tree Lane, Lady Lane etc Traffic Management / Calming | | 400,000.00 | 0 | 400,000.00 |
| | Burnbridge Lane Railway Bridge | | 382,565.00 | 166,430.00 | 548,995.00 |
| | Public Transport (Pump priming) | | 1,532,250.00 | 0 | 1,532,250.00 |
| | Vivacity | | 50,000.00 | 0.00 | 50,000.00 |

| | | | |
|----------------------------|----------------------|---------------------|----------------------|
| Sub total (to date) | <u>34,761,434.10</u> | <u>1,937,985.10</u> | <u>36,699,419.20</u> |
|----------------------------|----------------------|---------------------|----------------------|

West of Harrogate Infrastructure Delivery Schedule

| Infrastructure Type | Location | Trigger(s) for Timing of Delivery | Delivery Lead | Delivery Partners and Stakeholders | Indicative Cost | Delivery Mechanism/ Funding Source | Contributing Sites | Comments | Policy Basis | Supporting Evidence and Guidance |
|---|--------------------|---|---------------|------------------------------------|---|---|--------------------|--|--|---|
| Education - Primary - (School census results currently being analysed by NYCC). | | | | | | | | | | |
| Provision of land to enable provision of new 2FE primary school on H49 (north of Otley Road) and land to enable provision of new 2FE primary school on H51 (south of Otley Road). | H49, H51 | Facilities will be required to be provided in the early phases of development as insufficient capacity in existing provision. Actual timing to be agreed through planning application process and secured through condition on planning permission or S106 | NYCC | Developers | £8,000,000- £10,000,000 (estimate for the provision of 2 x 2FE schools) | Developer through S106 and NYCC capital programme | H49, H51 | Land required in line with Education Bulletin 103 guidelines - Primary with Integral Nursery: Recommended total site area 2.18 hectares | Harrogate District Local Plan (2014 - 2035) - Policy T14 Delivery of New Infrastructure, Policy DM1 Housing Allocations, Policy DM3 Mixed Use Allocations. North Yorkshire Developer Contributions for Education Policy 2020. * NOTE: NYCC policy for Developer Education contributions (revised July 2020), revised place cost multipliers wef April 2021. For primary permanent expansions cost per place = £16,059 and new primary school cost per place = £19,072. In addition, contributions are required for Special Educational Needs and Early Years for developments over 100, please refer to the updated policy for further details | Harrogate Borough Council: Harrogate District Infrastructure Capacity Study - Stage 2, O'Neill's (2016) Harrogate Borough Council: Guidance on Developer Contributions to Education Facilities (2016), Harrogate Borough Council: Harrogate District Local Plan Infrastructure Delivery Plan 2018. Emerging West Harrogate Parameters Plan (2021) |
| Financial contribution | H45 | | NYCC | Developer | £2,145,600 on primary <u>new school places</u> @ £19,072 per place wef April 2021 and based on 450 dwellings or £1,806,637 based on primary <u>permanent expansion costs</u> @ £16,059 per place wef April 2021 and based on 450 dwellings* | Developer through S106 and NYCC capital programme or Developer through S106 Agreement | H45 | | | |
| Financial contribution | H51 | | NYCC | Developer | £2,019,006 (policy review pending). £3,099,200 based on primary <u>new school places</u> @ £19,072 per place wef April 2021 and based on 650 dwellings * | Developer through S106 and NYCC capital programme | H51 | | | |
| Financial contribution | H49 | | NYCC | Developer | £2,416,689(policy review pending). £3,699,968 based on primary <u>new school places</u> @ £19,072 per place wef April 2021 and based on 776 dwellings * | Developer through S106 and NYCC capital programme | H49 | | | |
| Financial contribution | H36 | | NYCC | Developer | £646,375 based on primary <u>permanent expansion costs</u> @ £16,059 per place wef from April 2021 and based on 161 dwellings * | Developer through S106 | H36 | Existing S106 relates to an extant permission, however a fresh application for this site has now come forward - new S106 figure to be calculated | | |
| Financial contribution | H70 | | NYCC | Developer | £923,392 based on primary <u>permanent expansion costs</u> @ £16,059 per place wef from April 2021 and based on 230 dwellings * | Developer through S106 | H70 | Existing signed S106 exists for Banks development - part of site yet to come forward with an application | | |
| Education - Secondary - (School census results currently being analysed by NYCC). | | | | | | | | | | |
| Financial contribution | H45 | Facilities will be required to be provided in the early phases of development as insufficient capacity in existing provision. Actual timing to be agreed through planning application process and secured through condition on planning permission or S106 | NYCC | Developer, school governors | £1,293,494 based on <u>permanent secondary expansion costs</u> @ £22,111 per place wef from April 2021 and based on 450 dwellings* | Developer through S106 | H45 | Costs based on indicative yield (calculated using Local Plan approach to calculation of indicative yields for site allocations) | Harrogate District Local Plan (2014 - 2035) - Policy T14 Delivery of New Infrastructure, Policy DM1 Housing Allocations, Policy DM3 Mixed Use Allocations. North Yorkshire Developer Contributions for Education Policy 2020 | Harrogate Borough Council: Harrogate District Infrastructure Capacity Study - Stage 2, O'Neill's (2016) Harrogate Borough Council: Guidance on Developer Contributions to Education Facilities (2016), Harrogate Borough Council: Harrogate District Local Plan Infrastructure Delivery Plan 2018. Emerging West Harrogate Parameters Plan (2021) |
| Financial contribution | H51 | | NYCC | Developer, school governors | £1,667,273 (policy review pending) £1,868,380 based on <u>permanent secondary expansion costs</u> @ £22,111 per place wef from April 2021 and based on 650 dwellings* | Developer through S106 and NYCC | H51 | Costs based on Local Plan indicative yields | | |
| Financial contribution | H49 | | NYCC | Developer, school governors | £1,875,682 (policy review pending). £2,230,558 based on <u>permanent secondary expansion costs</u> @ £22,111 per place wef from April 2021 and based on 776 dwellings* | Developer through S106 and NYCC | H49 | Costs based on Local Plan indicative yields | | |
| Financial contribution | H36 | | NYCC | Developer, school governors | £462,783 based on <u>permanent secondary expansion costs</u> @ £22,111 per place wef from April 2021 and based on 161 dwellings* | Developer through S106 and NYCC | H36 | Existing S106 relates to an extant permission, however a fresh application for this site has now come forward - new S106 figure to be calculated | | |
| Financial contribution | H70 | | NYCC | Developer, school governors | £661,119 based on <u>permanent secondary expansion costs</u> @ £22,111 per place wef from April 2021 and based on 230 dwellings* | Developer through S106 and NYCC | H70 | Existing signed S106 exists for Banks development - part of site yet to come forward with an application | | |
| Health - (Cost estimates to be reviewed with NHS Property Services to inform contribution level). | | | | | | | | | | |
| Financial contribution | H45 | Final primary health delivery s106 costs to be agreed with the NHS Integrated Care Board. Provision will be via financial contributions to provide a new primary care health centre in the vicinity of the West Harrogate sites. Triggers for contributions to be agreed through planning application process and secured through condition on planning permission or S106. | ICB | Developer, NHS | Pro-rata financial contribution to be determined following receipt of cost estimates for identified off-site improvements | Developer through S106 and NHS funding | H45 | The location and details of the new primary health centre to be provided by the ICB through the planning application process. | | |
| Financial contribution | H49 | | ICB | Developer, NHS | Pro-rata financial contribution to be determined following receipt of cost estimates for identified off-site improvements | Developer through S106 and NHS funding | H49 | | | |
| Financial contribution | H51 | | ICB | Developer, NHS | Pro-rata financial contribution to be determined following receipt of cost estimates for identified off-site improvements | Developer through S106 and NHS funding | H51 | | | |
| Financial contribution | H70 | | ICB | Developer, NHS | Pro-rata financial contribution to be determined following receipt of cost estimates for identified off-site improvements | Developer through S106 and NHS funding | H70 | | | |
| Water & Drainage (Discussions with Yorkshire Water to take place re water supply and waste water treatment works capacity in light of site development yields). | | | | | | | | | | |
| Provision of holistic solution for surface water drainage | H45, H49, H51, H70 | Unknown at this stage. Ongoing discussions with developers. Potential scope for integrated water and drainage plan. This could identify optimal/collaborative drainage solutions and water course upgrades, if required. | Developers | Developers, NYCC/LLFA | TBC | Developer through S106 and AMP funding | H45, H49, H51, H70 | | Harrogate District Local Plan (2014 - 2035) - Policy T14 Delivery of New Infrastructure | Harrogate Borough Council: Harrogate District Infrastructure Capacity Study - Stage 2, O'Neill's (2016), Harrogate Borough Council: Harrogate District Local Plan Infrastructure Delivery Plan 2018. Emerging West Harrogate Parameters Plan (2021) |

| Infrastructure Type | Location | Trigger(s) for Timing of Delivery | Delivery Lead | Delivery Partners and Stakeholders | Indicative Cost | Delivery Mechanism/ Funding Source | Contributing Sites | Comments | Policy Basis | Supporting Evidence and Guidance |
|---|-------------------------|--|-------------------------|---|--|---|-------------------------|--|---|--|
| Transport - (cumulative assessment and individual TA work being undertaken). | | | | | | | | | | |
| Financial contribution | H36 | Offsite highway mitigation is required as part of the West Harrogate developments. The identification of these measures will be informed by a Cumulative Transport Strategy of all west Harrogate sites being undertaken by site promoters, together with the individual TAs that will support specific planning applications. The planning applications will also include additional requirements for site specific measures and production of travel plans as appropriate. | NYCC | Developer | Pro-rata financial contribution to be determined following receipt and assessment of Cumulative Transport Strategy for identified off-site improvements | Developer through S106 and NYCC | H36 | Proposals that generate significant amounts of traffic must be supported by a transport statement or transport assessment and will normally be required to provide a travel plan. An air quality assessment may also be required and should be an integrated part of these assessments. Any additional contributing sites to off-site junction and transport mitigation will be identified through the Cumulative Transport Strategy. | Harrogate District Local Plan (2014 - 2035) - Policy T11: Sustainable Transport, Policy T14 Delivery of New Infrastructure, North Yorkshire County Council: Local Transport Plan 2016-2046 (LTP4) (2016) | North Yorkshire County Council: Strategic Transport Prospectus (2015) North Yorkshire County Council: Interim Guidance on Transport Issues (2015) Harrogate Borough Council: Transport Background Paper 2018. Emerging West Harrogate Parameters Plan (2021) |
| Financial contribution | H45 | | NYCC | Developer | Pro-rata financial contribution to be determined following receipt and assessment of Cumulative Transport Strategy for identified off-site improvements | Developer through S106 and NYCC | H45 | | | |
| Financial contribution | H49 | | NYCC | Developer | Pro-rata financial contribution to be determined following receipt and assessment of Cumulative Transport Strategy for identified off-site improvements | Developer through S106 and NYCC | H49 | | | |
| Financial contribution | H51 | | NYCC | Developer | Pro-rata financial contribution to be determined following receipt and assessment of Cumulative Transport Strategy for identified off-site improvements | Developer through S106 and NYCC | H51 | | | |
| Financial contribution | H70 | | NYCC | Developer | Pro-rata financial contribution to be determined following receipt and assessment of Cumulative Transport Strategy for identified off-site improvements | Developer through S106 and NYCC | H70 | | | |
| Extension of bus services | H36, H45, H49, H51, H70 | Current proposals would extend the existing X6 service further west and loop around Beckwith Head Road/Howhill Road (with service frequencies increased to be every 30 minutes throughout the day). Service 6 would extend further south to loop into H51 (with a 30 minute frequency). It is anticipated that once all development sites are built out there would be potential to link the two loops together | NYC | Developers, bus operators | Pro-rata financial contribution to be determined following costing of extended services - current estimate covering a 5 year pump-primed service of £1,532,250 (or £306,450 per year) for 30minute frequency and use of electric vehicles | Developer through S106 and NYC | H36, H45, H49, H51, H70 | Subject to inflationary uplift at time of signing S106 Agreement and subsequent inflationary clause at covering time of payment | | |
| Cycling and pedestrian infrastructure to be provided to best practice standards (e.g. LTN1/20) within sites and to link new development with existing cycle routes, services, infrastructure, communities facilities and new and existing neighbourhoods | H36, H45, H49, H51, H70 | | Developers | Developers | Part of Developers S38 Internal Layout Arrangements | Developers | H36, H45, H49, H51, H70 | Subject to inflationary uplift at time of signing S106 Agreement and subsequent inflationary clause at covering time of payment | | |
| Otley Road Cycle Facility from Harlow Moor road to H49 | H36, H45, H49, H51, H70 | New Shared Cycle facility on Otley Road from Harlow Moor Road to H49 | NYC | Developers | Pro-rata financial contribution estimated as £1,815,428. | Developer through S106 and NYC | H36, H45, H49, H51, H70 | Subject to inflationary uplift at time of signing S106 Agreement and subsequent inflationary clause at covering time of payment | | |
| Otley Road intelligent traffic signals corridor | H36, H45, H49, H51, H70 | Creation of an Intelligent Traffic Signals corridor on Otley Road comprising technological upgrades and linking of signals using MoVA or a SCooT based system. | NYC | Developers | Pro-rata financial contribution estimated at £1,194,000. | Developer through S106 and NYC | H36, H45, H49, H51, H70 | Subject to inflationary uplift at time of signing S106 Agreement and subsequent inflationary clause at covering time of payment | | |
| Traffic Regulation Orders (TRO's) including speed limit amendments, introduction of waiting restrictions etc | H36, H45, H49, H51, H70 | | NYC | Developers | Pro-rata financial contribution estimated at £50,000. | Developer through S106 and NYC | H36, H45, H49, H51, H70 | Subject to inflationary uplift at time of signing S106 Agreement and subsequent inflationary clause at covering time of payment | | |
| Car Club Scheme | H36, H45, H49, H51, H70 | Extension of the 'GoWheels' or similar Car Club Scheme | TBC - NYC or Developers | Developers / Car Club Operator | Pro-rata financial contribution estimated at ETBC | Developer through S106 and NYC | H36, H45, H49, H51, H70 | Subject to inflationary uplift at time of signing S106 Agreement and subsequent inflationary clause at covering time of payment | | |
| Provision of EV charging points at residential properties and public charging in Local Centres. | H36, H45, H49, H51, H70 | | Developers | Developers and NYC/Charge Point Operator for public charging points | ETBC | Developers | H36, H45, H49, H51, H70 | | | |
| Sports Provision | | | | | | | | | | |
| Provision of land to enable provision of 1 replacement cricket pitch, 1 adult football pitch, 2 youth football pitches, 2 mini football pitches, 6 changing rooms, pavilion with changing for 2 teams, ancillary facilities and parking | H45, H49, H51, H70 | Triggers for land transfer and financial contributions to be agreed via s106 | HBC | Sports Governing Bodies/Sports England | TBC | Developer/HBC through S106 and grant funding accessed via NGB | H45 | The Sports England pitch calculator has been used to calculate the pitch requirement generated by population growth from sites in West Harrogate. The population growth has been calculated using indicative dwelling yields from local plan allocations along with a figure of 450 dwellings on H45 which reflects the recently lapsed committed scheme on that site. The total land take for the pitches specified is 4.88 hectares - this includes the pitches and a run off area around the edge of each pitch. Changing rooms and other ancillary facilities will | Harrogate District Local Plan (2014 - 2035) - Policy T14 Delivery of New Infrastructure, Policy HP6: Protection of Existing Sport, Open Space and Recreation Facilities, Policy HP7: New Sports, Open Space and Recreation Development. Provision for Open Space and Village Halls Supplementary Planning Document (2021) | Harrogate District Playing Pitch Strategy (September 2021). Guidance on specifications for changing/ancillary facilities is available from Sports England and the Sports Governing bodies. Emerging West Harrogate Parameters Plan (2021) |
| Financial contribution to improve rugby union pitches and capacity for Harrogate and Harrogate Pythons rugby clubs, towards a hockey artificial grass pitch at the Granby Centre and capacity improvements for Beckwithshaw Cricket Club. Capital costs of pitch provision, capital costs of changing facilities/park/ancillary facilities, maintenance costs (dependant on delivery mechanism) | H45, H49, H51, H70 | | HBC | Sports Governing Bodies/Sports England | Capital Cost: £999,179 (£728,069 - Natural Grass Pitches)/£271,110 - Artificial Grass Pitches), Lifecycle cost (per annum) £159,728 (£149,842 - Natural Grass Pitches)/£9,886 - Artificial Grass Pitches), Changing rooms (capital cost) £1,377,232 (£1,277,394 - Natural Grass Pitches)/£99,838 - Artificial Grass Pitches) | Developer/HBC through S106 and grant funding accessed via NGB | H45, H49, H51, H70 | | | |
| Open Space | | | | | | | | | | |
| Allotments - financial contribution | N/A ** | | HBC | | £56,674 | Developer through S106 | N/A ** | Costs based on Local Plan indicative yields. The council will require a financial contribution towards the maintenance of facilities/spaces. ** NOTE: the development of strategic sites will be considered in line with para 2.61 - 2.62 of the Provision of Open Space and Village Halls SPD July 2021 which states that open space contributions should be used to establish the starting point for contributions, with the actual amount of on-site provision to be established as part of wider masterplanning discussions and in consultation with the Open Space Consultation Group | Harrogate District Local Plan (2014 - 2035) - Policy T14 Delivery of New Infrastructure, Policy HP6: Protection of Existing Sport, Open Space and Recreation Facilities, Policy HP7: New Sports, Open Space and Recreation Development. Provision for Open Space and Village Halls Supplementary Planning Document (2021) | Provision for Open Space and Village Halls Supplementary Planning Document (2021) |
| Allotments - financial contribution | N/A ** | | HBC | | £50,400 | | N/A ** | | | |
| Allotments - financial contribution | N/A ** | | HBC | | £32,944 | | N/A ** | | | |
| Amenity Green Space - on-site provision | H49 ** | | HBC | | 1.346ha | | H49 ** | | | |
| Amenity Green Space - on-site provision | H51 ** | | HBC | | 2.088ha | | H51 ** | | | |
| Amenity Green Space - financial contribution | N/A ** | | HBC | | £145,468 | | N/A ** | | | |
| Amenity Green Space - on-site provision | H70 ** | | HBC | | 0.605ha | | H70 ** | | | |
| Cemeteries - financial contribution | N/A ** | | HBC | | £224,536.00 | | N/A ** | | | |
| Cemeteries - financial contribution | N/A ** | | HBC | | £199,680.00 | | N/A ** | | | |
| Cemeteries - financial contribution | N/A ** | | HBC | | £130,520.00 | | N/A ** | | | |
| Cemeteries - financial contribution | N/A ** | | HBC | | £38,584.00 | | N/A ** | | | |
| Natural and Semi-Natural Greenspace - on-site provision | H49 ** | | HBC | | 8.787ha | | H49 ** | | | |
| Natural and Semi-Natural Greenspace - on-site provision | H51 ** | | HBC | | 2.438ha | | H51 ** | | | |
| Natural and Semi-Natural Greenspace - on-site provision | H45 ** | | HBC | | 5.10ha | H45 ** | | | | |
| Natural and Semi-Natural Greenspace - on-site provision | H70 ** | | HBC | | 1.509ha | H70 ** | | | | |
| Parks and Gardens - on-site provision | H49 ** | | HBC | | 0.323ha | H49 ** | | | | |
| Parks and Gardens - on-site provision | H51 ** | | HBC | | 0.288ha | H51 ** | | | | |

| Infrastructure Type | Location | Trigger(s) for Timing of Delivery | Delivery Lead | Delivery Partners and Stakeholders | Indicative Cost | Delivery Mechanism/ Funding Source | Contributing Sites | Comments | Policy Basis | Supporting Evidence and Guidance |
|--|----------|-----------------------------------|---------------|------------------------------------|-----------------|---------------------------------------|--------------------|----------|--------------|----------------------------------|
| Provision for Children and Young People - on-site provision | H49 ** | | HBC | | 0.1579ha | | H49 ** | | | |
| Provision for Children and Young People - on-site provision | H51 ** | | HBC | | 0.242ha | | H51 ** | | | |
| Provision for Children and Young People - financial contribution | N/A ** | | HBC | | £330,658.00 | | N/A ** | | | |
| Provision for Children and Young People - on-site provision | N/A ** | | HBC | | 0.047ha | | N/A ** | | | |