

**City of York Council**

**Local Plan Infrastructure Delivery Strategy: Update Note for Phase 2 Local Plan Independent Examination**

May 2022

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# A. Introduction

## Background

1. York is located the River Ouse and covers an area of 105 square miles. It sits geographically at the heart of the North and North Yorkshire sub-region and in close proximity to Leeds City Region. The emerging City of York (CYC) Local Plan (referred to as “the Plan” from this point), submitted in May 2018 (as proposed to be amended by the ‘modifications’ published in 2019 and 2021), is currently the subject of an independent examination by the Planning Inspectorate. The Plan sets out a strategy for the future development of homes, employment, education and community and other infrastructure of York to 2032/33 and provide capacity to meet development needs to 2037/38.

2. This note provides an update CYCs approach to identifying and securing essential infrastructure to support the growth envisaged in the Plan. It responds to the requirements set out in the National Planning Policy Framework 2012) to support development and to:

- work with other authorities and providers to assess the quality and capacity of this infrastructure to meet forecast demand (paragraph 162).
- understand district-wide development costs at the time Local Plans are drawn up to ensure “that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion” (paragraph 177).

3. The content of this note updates and supersedes the Infrastructure Delivery Plan (IDP) 2018 [SD128] and subsequent clarifications published as part of the evidence base for the Local Plan including most recently the Key Infrastructure Requirements Updated Gantt Chart [EX/CYC/70a]. It clarifies the assumptions used and brings it up to date with the latest trajectory and funding information. The intention is to develop this note further into an Infrastructure Delivery Strategy and to keep this strategy up to date for use in supporting the delivery of the Local Plan.

## Structure

4. This note briefly presents the growth strategy articulated in the Plan and provides an current overview of how CYC seeks to address the impact of the planned development on infrastructure over the life of the plan. Further information is supplied on existing provision and the likely impacts of growth and the planned response for transport and education infrastructure. A briefer update on other infrastructure types is also included. The enabling framework for infrastructure delivery which is provided in the Plan is briefly explained and the key projects within these broad infrastructure categories are identified in appendices. Spatial diagrams are provided to show the location of key sites and infrastructure interventions, but these are indicative and for illustrative purposes only.

5. Finally, this note (which will be developed into an Infrastructure Strategy) does not make decisions on infrastructure provision and funding; its role is to present decisions to explain how delivery of CYC’s Local Plan is being enabled by CYC and its partners. It may also be used to inform the decisions taken by CYC and partners on projects, programmes and through existing formal decision-making channels, such as through CYC’s Executive Committee or planning committees.

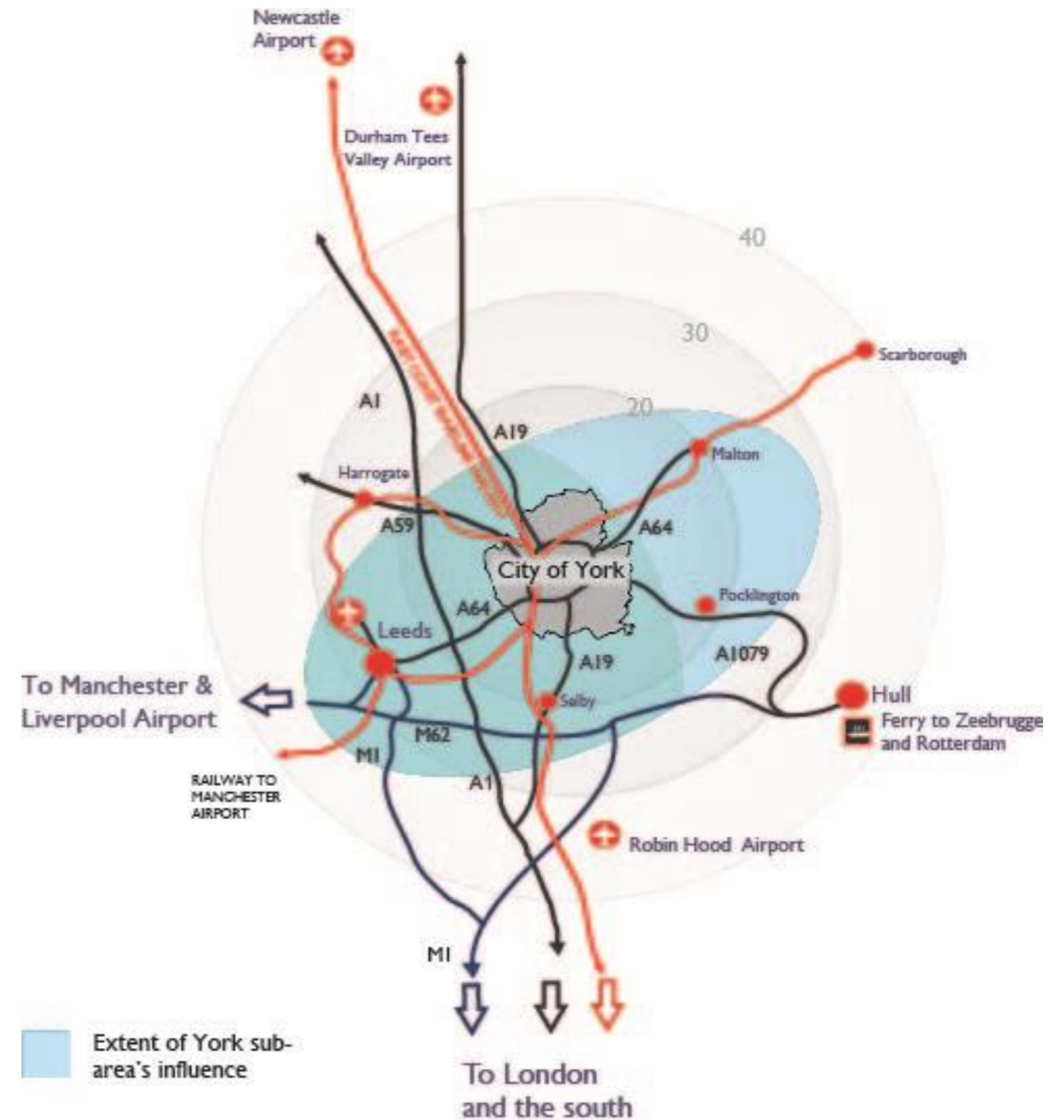


Figure 1 York in Context

## The Emerging New Local Plan

6. Founded by the Romans in 71 A.D, York remains a strategically important regional and national centre. The past evolution of the built environment and distribution of this is shown on Figure 2. The Plan sets out a strategy for the future development to meet the development needs for homes, new commercial spaces and supporting infrastructure that serves and connects these sustainably while respecting the rich historic character and ecological assets that are York's USP and contribute to its economic success and desirability as a place to live and invest. This includes delivering an average of housing target of 822 homes per year to 2037/38<sup>1</sup> and provides for 239,000 sqm of new employment floorspace *plus* capacity for expansion of university uses and knowledge-based business uses associated with the University of York on the existing campus and a 21ha extension.

7. The Plan has been extensively researched and refined over a period of several years. The **Plan** adopts a balanced approach to accommodating (and reflected in the Sustainability Appraisal 2018). This balance is intended to protect and enhance the City's built and natural environmental assets, avoiding significant negative effects, although it acknowledged that, to meet community needs and deliver economic growth, new development may place some pressure on these existing assets.

8. Policy SSI and the spatial policies in Section 3 of the Plan articulates overall strategy for the distribution of this growth and explains the factors that have shaped it in more detail<sup>2</sup>. This is shown on the diagram in Figure 3, with some selected institutional sites highlighted as reference points. Policies in Section 3 of the emerging Local Plan identify strategic housing and employment sites and set out key infrastructure requirements associated with the delivery of strategic sites. Section 4 includes a schedule of employment sites and Section 5 includes a schedule of housing sites. The scale and pattern of development is guided by the need to safeguard the City's size and compact nature, the perception of York being a free-standing historic city set within a rural hinterland, key views towards the City, from the ring road and the relationship of the City to its surrounding settlements. The primary function of the Green Belt in York is to protect the setting and special character of the City (EX/CYC/50). The emerging Local Plan therefore limits the amount of growth proposed around the periphery of the built-up area of York, with development is focussed on:

- The main urban area of York (6,425 units) and some smaller scale urban and village extensions (3024 units)
- Three new free-standing settlements: ST7 Land East of Metcalf Lane (845 due for completion in 2032/33 in latest trajectory); ST14 Land West of Wiggington Road (1,348) and ST15 Land West of Elvington Lane (3,339) the 'Garden Village' which is largest of the residential allocations which have build-out periods that go beyond the Plan period.
- Extension at several existing employment locations, including provision for the longer-term expansion of the University of York Extension on site ST27.

9. The strategic housing sites and free standing new settlements will clearly affect the openness of Green Belt in those locations, but they are necessary to meet development needs. Having assessed alternative sites and boundaries, their impact is considered less harmful to the elements which contribute to the special character and setting of York. Their size and location *have* taken into account the potential impact on those elements, and on the identity and rural setting of neighbouring villages. It has also considered the needs to provide infrastructure to meet the needs of these new residential and employee communities and to do so in a sustainable fashion – as reflected the Plan itself and the infrastructure planning evidence which underpins it.

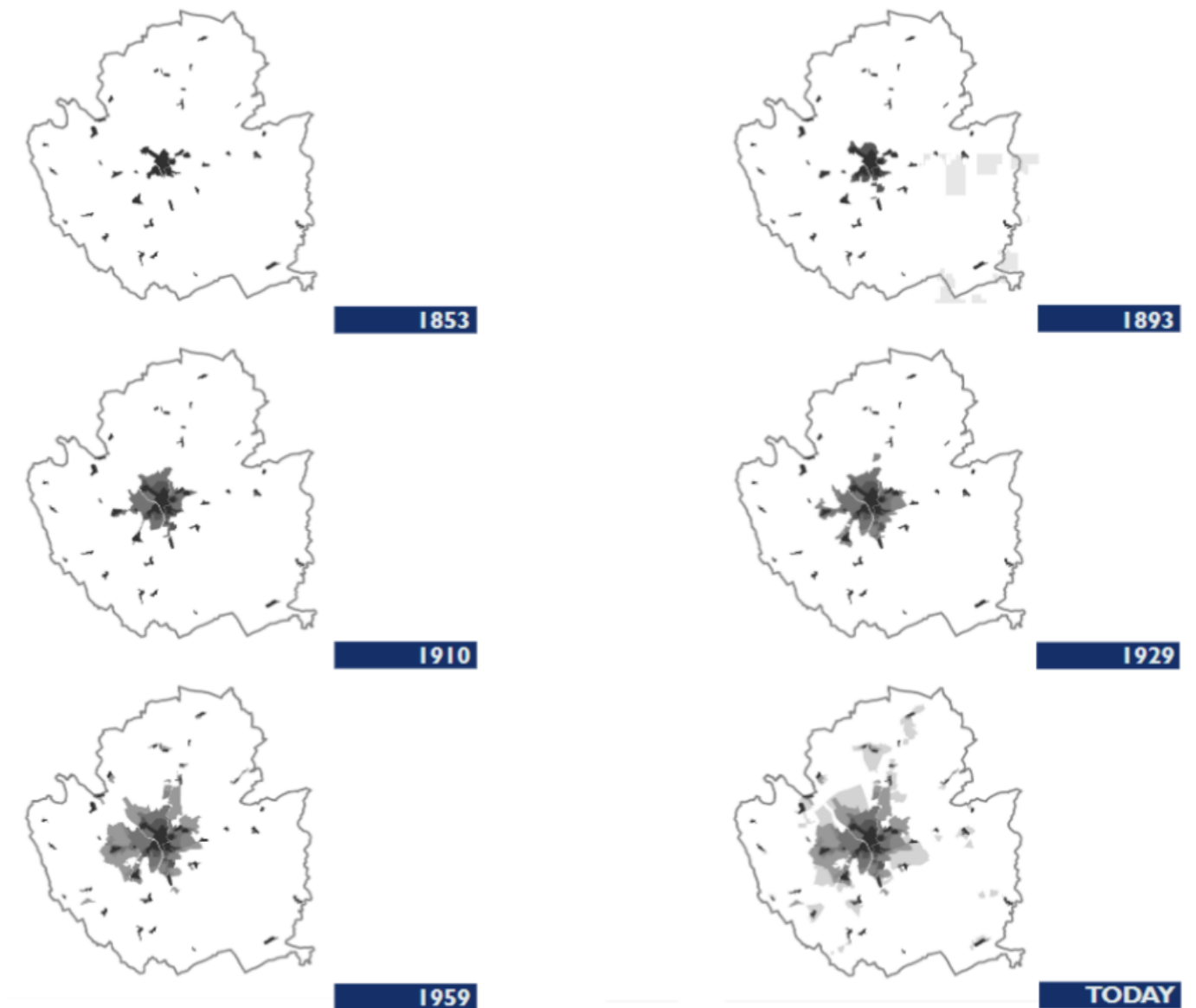
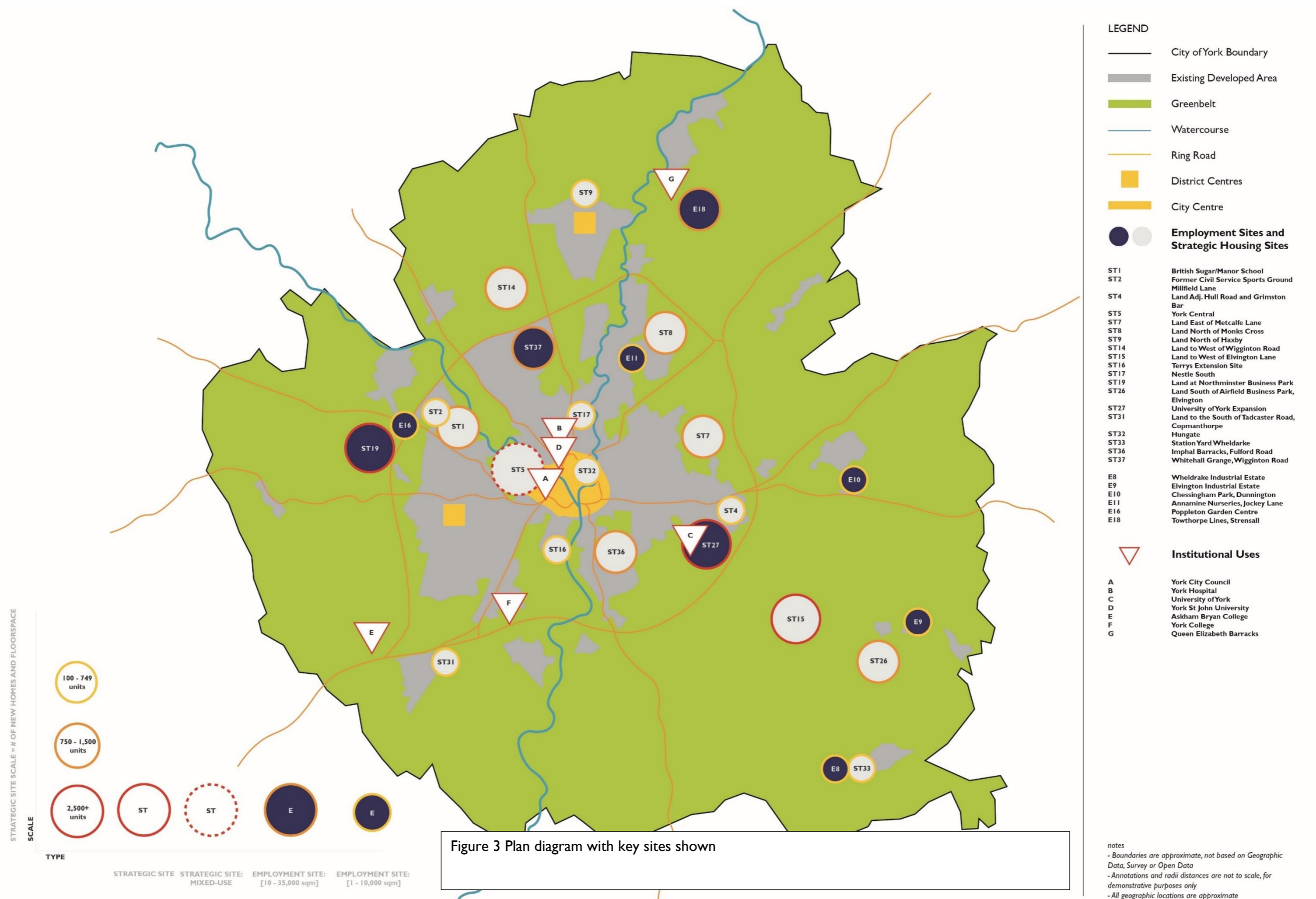


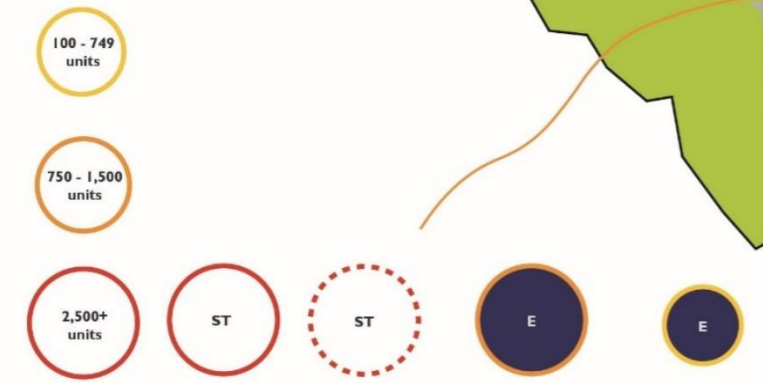
Figure 2 Evolution of York

<sup>1</sup> The Plan trajectory identifies capacity deliver homes in excess of this to provide additional flexibility to meet the housing target and allow for lower than anticipated implementation rates.

<sup>2</sup> Predominantly, the sites comprising the original preferred spatial strategy (2013) remain, but some have been changed or removed following 3 See EX CYC 47 Post Hearings Proposed Modifications December 2020. 27 consultation in 2016 on preferred sites [SD018] and 2017 (on the Pre-Publication Draft [SD021]) and to reflect that some sites have been consented for development or built out. Notably, the site allocation boundaries fundamental to delivering the spatial strategy have evolved over time, principally to respond to site specific evidence and to help to safeguard the size and compact nature of the historic city,



STRATEGIC SITE SCALE = # OF NEW HOMES AND FLOORSPACE



TYPE

STRATEGIC SITE	STRATEGIC SITE: MIXED-USE	EMPLOYMENT SITE: [10 - 35,000 sqm]	EMPLOYMENT SITE: [1 - 10,000 sqm]
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Figure 3 Plan diagram with key sites shown

- LEGEND**
- City of York Boundary
  - Existing Developed Area
  - Greenbelt
  - Watercourse
  - Ring Road
  - District Centres
  - City Centre
  - Employment Sites and Strategic Housing Sites**
- |      |  |
|------|--|
| ST1  | British Sugar/Manor School                             |
| ST2  | Former Civil Service Sports Ground                     |
| ST4  | Millfield Lane<br>Land Adj. Hull Road and Grimston Bar |
| ST5  | York Central   |
| ST7  | Land East of Metcalfe Lane                             |
| ST8  | Land North of Monks Cross                              |
| ST9  | Land North of Haxby                                    |
| ST14 | Land to West of Wigginton Road                         |
| ST15 | Land to West of Elvington Lane                         |
| ST16 | Terrys Extension Site                                  |
| ST17 | Nestle South   |
| ST19 | Land at Northminster Business Park                     |
| ST26 | Land South of Airfield Business Park, Elvington        |
| ST27 | University of York Expansion                           |
| ST31 | Land to the South of Tadcaster Road, Copmanthorpe      |
| ST32 | Hungate  |
| ST33 | Station Yard Wheldarke                                 |
| ST36 | Imphal Barracks, Fulford Road                          |
| ST37 | Whitehall Grange, Wigginton Road                       |
| E8   | Wheldrake Industrial Estate                            |
| E9   | Elvington Industrial Estate                            |
| E10  | Chessingham Park, Dunnington                           |
| E11  | Annamine Nurseries, Jockey Lane                        |
| E16  | Poppleton Garden Centre                                |
| E18  | Towthorpe Lines, Strensall                             |
- Institutional Uses**
- |   |                          |
|---|--------------------------|
| A | York City Council        |
| B | York Hospital            |
| C | University of York       |
| D | York St John University  |
| E | Askham Bryan College     |
| F | York College             |
| G | Queen Elizabeth Barracks |

notes

- Boundaries are approximate, not based on Geographic Data, Survey or Open Data
- Annotations and radii distances are not to scale, for demonstrative purposes only
- All geographic locations are approximate

## C. Overview of Infrastructure Planning Approach

10. The Council's infrastructure evidence has informed development of the Plan and is also intended to support its implementation of the Plan. The key infrastructure requirements to enable the successful delivery of the Plan and reflected in its content, reflect the principles in Section 2 of the Plan, and include:

- Measures to ensure transport impacts of new development are mitigated; including reducing demand on the road network through infrastructure projects to deliver a significant modal shift towards walking, cycling and bus travel.
- Ensuring sufficient schools places to accommodate growth in demand from new development, including factoring in fluctuations in capacity in existing school capacity and meeting this need over the life of the Plan.
- Providing health, open space, and community facilities to accommodate increased demand associated with new housing and other development.
- Ensuring that utilities and flood infrastructure are sufficient and maintained to a level to deal with the impacts of development

11. CYCs approach to securing this infrastructure is set out in Section 15 of the Plan and specific policies throughout as set out in Appendix 2. Section 3 of the Plan identifies onsite requirements for strategic sites, including, in relation to the standalone settlements (the latter are also highlighted in Table 1 below). CYC will continue to work with developers and infrastructure providers to ensure appropriate location and phasing of infrastructure in line with Policy DMI in line with the approach reflected in paragraph 5.14 of the Plan. This includes Site Allocation ST15, Site ST7 and Site ST14, where CYC is working with developers to refine the cost assumptions and phasing associated with these to ensure that impacts on existing infrastructure are appropriately mitigated. The key infrastructure requirements **defined in the Plan** policies are set out below.

Table 1

Site	Infrastructure Requirements Highlighted in Section 3 of the Emerging Plan	Strategy for delivery identified in Local Plan
<p><b>Site Allocation ST7</b> <b>SS9: Land East of Metcalfe Lane</b></p>	<ul style="list-style-type: none"> <li>• Deliver education and community provision early in the scheme's phasing, including               <ul style="list-style-type: none"> <li>○ Create a new local centre providing an appropriate range of shops, services, and facilities to meet the needs of future occupiers of the development</li> <li>○ A new primary facility and secondary provision*</li> </ul> </li> <li>• Provide vehicular access from Stockton Lane to the north of the site and/or Murton Way to the south of the site (as shown on the proposals policies map), with a small proportion of public transport traffic potentially served off Bad Bargain Lane. Access between Stockton Lane and Murton Way will be limited to public transport and walking/ cycling links only.</li> <li>• Public transport upgrades to either the Derwent Valley Light Rail Sustrans route, or bus priority measures on Hull Rd and/or Stockton Lane, subject to feasibility and viability.</li> <li>• Creation of a new open space to protect the setting of the Millennium Way that runs through the site</li> <li>• Open space provision that satisfies policies GI2a and GI6 including compensatory provision for any required mitigation for 'Osboldwick Meadows' Site of Importance for Nature Conservation</li> </ul>	<p>Key Delivery Partners: CYC; landowners; developers; and infrastructure delivery partners</p> <p>Implementation: Planning applications; and developer contributions</p>
<p><b>Site ST14</b> <b>SS12: Land West of Wigginton Road</b></p>	<ul style="list-style-type: none"> <li>• Create a new local centre incorporating appropriate shops, services, and community facilities</li> <li>• Deliver on site, accessible combined nursery, and primary education facilities, which are well connected to housing by dedicated pedestrian/ cycleways.</li> <li>• Secure developer contributions for secondary school places as necessary to meet the need for new places.</li> <li>• Provision of new all-purpose access roads to the east/south from A1237 Outer Ring Road/ Clifton Moor Gate and off the Wigginton Road/B1363</li> <li>• Deliver local capacity upgrades to the outer ring road in the vicinity of the site, to include associated infrastructure to protect public transport journey times on junction approaches.</li> <li>• Opportunities to provide grade separated, dedicated public transport routes across the A1237 should be explored in feasibility, viability, and cost-benefit terms.</li> <li>• Deliver high quality, frequent and accessible public transport services throughout the development site, which provide links to other local rural communities where feasible, as well as to main employment centres.</li> <li>• Provision of high quality, safe, direct, and accessible pedestrian and cycle links including likely provision of an overbridge to the community, retail, and employment facilities immediately to the south</li> <li>• Provide open space to the west of the site. Open space provision that satisfies policies GI2a and GI6</li> </ul>	<p>Key Delivery Partners: CYC; landowners; developers; and infrastructure delivery partners</p> <p>Implementation: Planning applications; and developer contributions</p>

Site	Infrastructure Requirements Highlighted in Section 3 of the Emerging Plan	Strategy for delivery identified in Local Plan
<b>Site ST15</b> <b>SS13: Land West of Elvington Lane</b>	<ul style="list-style-type: none"> <li>• Social infrastructure such as health, social, leisure, cultural and community uses - early in the scheme's phasing</li> <li>• A public transport hub at the 'local centre'</li> <li>• On-site education provision to meet nursery, primary and potentially secondary demand, to be assessed based on generated need with new nursery, primary and potentially secondary provision will be required to serve the earliest phases of development.</li> <li>• Provision of a new junction onto the A64 and a potential secondary access via Elvington Lane (with the most recent modelling indicating this will be required).</li> <li>• Deliver high quality, frequent and accessible public transport services through the whole site which provide links to new community facilities, as well as to York city centre and other appropriate service hubs, including University of York.</li> <li>• Cycle route into the city centre via Langwith Stray/Long Lane/Common Lane and Improvements to cycle facilities on the A19</li> <li>• New open space within the site and a new nature conservation area on OS10 to mitigate impact on SSSI's and SINC</li> </ul>	<p>Key Delivery Partners: CYC; landowners; developers; and infrastructure delivery partners</p> <p>Implementation: Planning applications; and developer contributions</p>

\* Contributions towards secondary provision will be sought with a new facility provided in association with ST8 (Land North of Monks Cross)

12. Statements of Common Ground between the Council and developers have been submitted in respect of ST7 and ST14. A Statement of Common Ground with respect to ST15 is being prepared with Langwith Development Partnership. In relation to ST15, it is worth highlighting that recent transport modelling analysis of ST15 indicates the secondary access via Elvington Lane provided for in Policy SS13 will be required – and critical mass in terms of on-site site school provision is likely to have been represented at too early a phase in the previous update, taking account of viable school sizes (expanded on later in this note). Secondary provision is expected to be required, but the latest modelling indicates this would be required in the mid to late stages of the development (for reasons explained later in this note). A further update to this infrastructure evidence will be prepared in readiness for Phase 3 hearings. As acknowledged in NPPF 2021, where the delivery of large-scale developments extends beyond an individual plan period (such as ST7 and ST14), the associated infrastructure requirements may not be capable of being identified fully at plan making stage. Accordingly, the CYC rates of delivery and infrastructure requirements will be kept under review.

13. More details on infrastructure needs and the proposed response is set out in the remainder of this note, with a focus on Transport and Education. Appendix I supplements this and includes a schedule of planned infrastructure projects, updating [EX/CYC/70a] identifies key infrastructure requirements including, where possible, for strategic sites. The schedule identifies costs (actual or indicative) where available, timeframes for delivery and the organisations responsible for delivering and funding these projects. These schedules are not an exhaustive list of infrastructure across the City, just the key infrastructure projects that are essential and required to support the cumulative development in the Local Plan or specific site allocations within it, in alignment with the policies set out in the Local Plan. The assessments of need and estimated costs draw on published service plans and strategies, but primarily on direct engagement with the relevant infrastructure providers – building on the engagement established in connection with the preparation of IDP, 2018 (SD128). This has included both expert officers in CYC and specialist in external organisations, such as the NHS Hospital Trust, from December 2021 early May 2022 (with further engagement utilities, health and emergency services providers planned). Where Appendix I identifies costs, these are:

- Where known and secured, *actual* costs along with funding sources; and
- Where estimates, these draw reasonable benchmark costs or detailed business cases and identify potential funding sources that have a reasonable probability of being secured.

14. There are instances where the exact infrastructure impacts and costs will be unknown until the form, layout and impacts of the development are determined in the context of a planning application and supporting evidence, such as a transport assessment. In these cases, CYC has applied high-level costings test the impacts on viability; these are identified in Appendix I (shaded grey). CYC has then tested these high-level costs through in the City of York Local Plan Viability Update Addendum (2022) as submitted with CYC's Phase 2 Matter 6 Hearing Statement. This City of York Local Plan Viability Update Addendum (2022) also:

- States at paragraph 16 there is an element of overlap and therefore duplication of between a S106 standard cost applied in appraisals which is £4,200 per unit based on historic receipts (and index linked to reflect increases since the 2018 data) and the additional costs tested on strategic sites; this is because costs of education would also be reflected in the standard cost, but have also need tested separately
- Acknowledges in paragraph 18 an element of double counting between 'opening up costs' for the largest sites identified at and specific highways costs
- Indicates at paragraph 19 that the costs applied and typically draws worst-case infrastructure demand scenario/ most costly scenario assuming no/limited capacity in existing infrastructure to demonstrate overall deliverability in instances where costs may be uncertain at this stage.

15. The appraisal results set out in City of York Local Plan Viability Update Addendum (2022) demonstrates the Plan is deliverable, with most site having significant 'headroom' even when accommodating development costs. While the appraisals for ST14 and ST15 have less 'headroom' it is worth highlighting that, these sites are clearly deliverable using the BCIS Lower Quartile figure. However, because this updated viability note was supplementing and sensitivity testing the 2018 viability assessment (CD018), it tested higher build costs assumptions in line with the 2018 appraisal so it could be 'read across' to the previous evidence. However, the BCIS Lower Quartile figure (also presented) is more relevant/appropriate approach; there is wide acceptance of this approach with major sites of this scale in the context of Local Plan examinations.

## CI Transport

### Context

16. York is at the centre of the national rail network, enjoying fast and frequent services to major cities across the UK including London, Leeds, Manchester, Newcastle, and Edinburgh. It has one of the highest levels of rail accessibility in the UK (see Figure 4). Investments on the national railway network, including those set out in the Integrated Rail Plan of November 2021, will enhance capacity and line speed on the key routes serving York, including the East Coast Main Line, Trans-Pennine routes and the lines between York and both Harrogate and Scarborough, where train capacity will be doubled from 1 to 2 trains per hour.

17. York's key strategic road route is the A64 Leeds to Scarborough Road. This bypasses York to the south and is served by four grade separated and one flat junction, connecting into the York local network. The A64 is managed by National Highways. York's northern ring road is the A1237, a single carriageway road constructed approximately 35 years ago. It is managed by CYC. Within York there are 6 key radial routes (A19N, A1036 Malton Road, A1079 Hull Road, A19S, A1036 Tadcaster Road and A59 Boroughbridge Road), plus a series of subsidiary radials. These routes are operated by CYC. The City has an inner ring road, which has a mixture of single and dual carriageway sections and runs, broadly, around the City's historic walls. The area inside the city walls is generally either residential in character or is the pedestrianised heart of the city. This area is not penetrated by strategic highways and there are relatively few through trips here. The only available through route is the B1227, which crosses York's river on Ouse Bridge.

18. Key radial routes and the A1237 all suffer from delays and congestion. This is perhaps most marked on the A1237 and in York city centre. Fulford Road and Wigginton Road suffer from high levels of congestion on a day-to-day basis. The A64 suffers congestion east of York, particularly where the dual carriageway section ends at Hopgrove roundabout. Traffic congestion can lead to poor air quality in central York and frustration for road users who suffer delays.

19. National Highways is considering the case to dual the A64 between Hopgrove and Barton Hill, significantly reducing journey times and improving journey time reliability east of York. CYC is dualling the A1237 between the A19N junction and Hopgrove; and is preparing the business case to dual a further section between the B1224 Wetherby Road and A19N. The B1224 and A59 roundabout junctions have already been upgraded to reduce journey times and improve journey time reliability on this key orbital route. Generally, improvements to the A1237 and A64 will reduce travel through villages by vehicles seeking to avoid congestion on the routes as they are currently provided. The upgrades to the A1237 particularly offers the potential to remove vehicle trips currently travelling through the centre of York to avoid congestion on the A1237

20. York's bus service has one of the highest rates of electrification in UK, with five of six park and ride services already electrified and the recent award of funding for 44 electric buses in the City. Levels of bus use are high in absolute terms and York has the 11<sup>th</sup> highest use of bus in England outside London (trips per capita head, DfT data published in 2019 – out of 79 Local Transport Authorities) and has seen a 60% increase in bus trips between 2000 and 2019, at a time when most other LTA areas in the UK saw declines in bus use. Passenger numbers in 2021 fell to around 75% of 2019 levels as a consequence of changes in travel patterns during the Covid-19 pandemic. But CYC's (October 2021) Bus Service Improvement Plan, which was awarded an indicative funding allocation of £17.4m in April 2022, sets a target of recovery to 125% of pre-covid levels by March 2025. Bus services in York are provided by 7 bus operators. Although this represents a degree of fragmentation, in practice services are co-ordinated through the York quality bus partnership, and a range of multi-operator tickets is already available in the city. A network of high frequency routes in the city is provided by FirstGroup. The principal radials all have a degree of bus priority. This is supplemented by the six park and ride services on the principal radials.

21. York also has a well-developed cycling and walking infrastructure network, representing a historically high use of active modes in the city, and an investment strategy which prioritised making provision for pedestrians and cyclists over the last 40 years. In consequence York has both high ownership and use of cycles, and one of the highest levels of use of cycles for the journey to work in the UK. There are high levels of



Figure 4: Rail Journey Times (Selected) Cities

cycling and walking in York, but key issues centre on the need to improve current facilities within the context of a road network which comprises relatively narrow road alignments which struggle to accommodate cycle lanes. The city is developing a Local Cycling and Walking Infrastructure Plan to prioritise provision of new active mode infrastructure.

### Summary of Plan Impact/ Demand

22. Transport Topic Paper, 2018 [SD076] forecasting shows that from 2016 to 2032/33 on the network as a whole: Total trips increase by approximately 20%, Total travel time increases by approximately 30% and total delay increases by approximately 55%; particular impacts are seen on the A64, A1237, A19 Fulford Road and Wigginton Road. Upgrades to junctions seeing increased congestion and delays to traffic are currently being assessed through use of York's new VISUM transport model – which has been developed to assist with transport planning for the identified Local Plan growth. VISSIM/ microsimulation models are also being developed of the corridors which are most severely impacted by Local Plan traffic growth; Leeman Road, Wigginton Road, Fulford Road, Grimston Interchange (Hull Road). CYC's new VISUM model offers the opportunity to remodel cumulative highways impact. This work is underway. National Highways are modelling cumulative impact using their AIMSUM model.

23. Initial indications are that, overall, changes from the 2019 base are smaller scale by 2033 than forecast from 2016 and there are fewer severe impacts. This is partly a function of the change in the transport network (for example, the assumption of dualled A1237, different access strategy for ST15 etc). This is anyway conservative, as the modelling does not take account of the likely permanent reduction in peak time commuting as a result of travel behaviour change during the covid pandemic. CYC has also made more progress than anticipated in 2018 in developing sustainable modes, particularly bus (£35m BSIP/ Zebra), rail (Haxby Station), cycle/ walk (Active Travel Fund and orbital route associated with dualling A1237)

24. Development is expected to result in additional bus trips from the north-west and south of York into the city centre. Additional trips generally are also expected to result in increases in use of the cycling and walking networks, although these can accommodate significant increases in trip making without a need for additional provision

### Delivery Strategy

25. There are three main elements to CYC delivery approach response to addressing projected transport demand. Firstly, the pattern of growth and the location mean strategic site have been placed in locations close to existing sustainable transport networks or in locations capable of being linked to these, reducing the need for additional infrastructure to a minimum (see Figure 5).

- The residents of and employees within the existing main urban area of York will benefit from access to existing sustainable transport infrastructure including the changes announced in the Integrated Rail Plan highlighted above. York Central is at the centre of the York bus network and is penetrated by several routes, including two park and ride services and public realm interventions planned at Castle Gateway (ST20) will enhance the pedestrian environment and bus interchange there. Residents of the new developments in York will also benefit from access to this infrastructure through, where available, use of existing infrastructure; and where not available construction of entirely new links connecting the sites to existing networks.
- Sites ST1, ST2, ST4, ST5, ST8, ST19, ST20 and ST32 and ST36 are adjacent to existing park and ride sites or passed by park and ride bus services at least every 10 minutes. Employment site ST27 and residential site ST17 are adjacent to other 15-minute or better frequency bus services.
- Sites ST7, ST14 and ST15 are large enough to support the extension of existing high frequency or provision of new high frequency bus services themselves – after an initial period of pump priming funding as set out in Local Plan policy T1. ST15 is well located in relation to the University bus service – most frequent and highest capacity in the city. A segregated route over the A64 will be provided to ST15. Inevitably the development will increase traffic volumes on Fulford Road, but modelling work is ongoing to consider options to mitigate this impact.

26. Secondly, CYC continues to work with National Highways to identify enhancements to existing transport networks and programme these interventions, including, where a need is identified, the core highway network to ensure infrastructure is in place to meet demand from growth. CYC is already well advanced in delivering some of the key infrastructure interventions required to accommodate Local Plan growth – particularly the capacity enhancements and dualling of the York northern outer ring road, and improvements to bus networks, where work developing the projects is well advanced with funding streams identified and business cases in preparation. Further highways interventions will be secured to link the developments into the existing road network. These vary in scale, with the largest interventions identified to link the two largest stand-alone developments directly into the existing/ enhanced sub-regional network (ST14 link to Clifton Gate roundabout; ST15 new junction on A64). York Central is delivered with a new access road linking Water End with the city centre. Other sites are linked into existing radial/ orbital distributor highways. Principal upgrades are:

- York Central Access Road 2023/4
- A19N to Hopgrove dualling and junction upgrades – to be delivered 2025/6
- Accesses to ST15 (to A64) and ST14 (to A1237) – coordinated with site developments



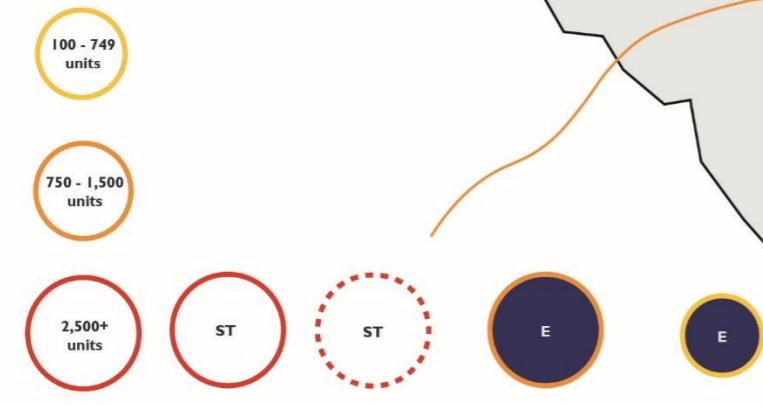
**Transportation**

- Main Rail Network/Stations
  - Future Haxby Rail Station
  - Core Off-Road Cycle Network
  - Proposed Future Cycle Route
  - Core Bus Network
  - Park and Ride Sites
- A Rawcliffe Bar Park & Ride  
 B Monks Cross Park & Ride  
 C Grimston Bar Park & Ride  
 D Designer Outlet Park & Ride  
 E Askham Bar Park & Ride  
 F Poppleton Bar Park & Ride

**LEGEND**

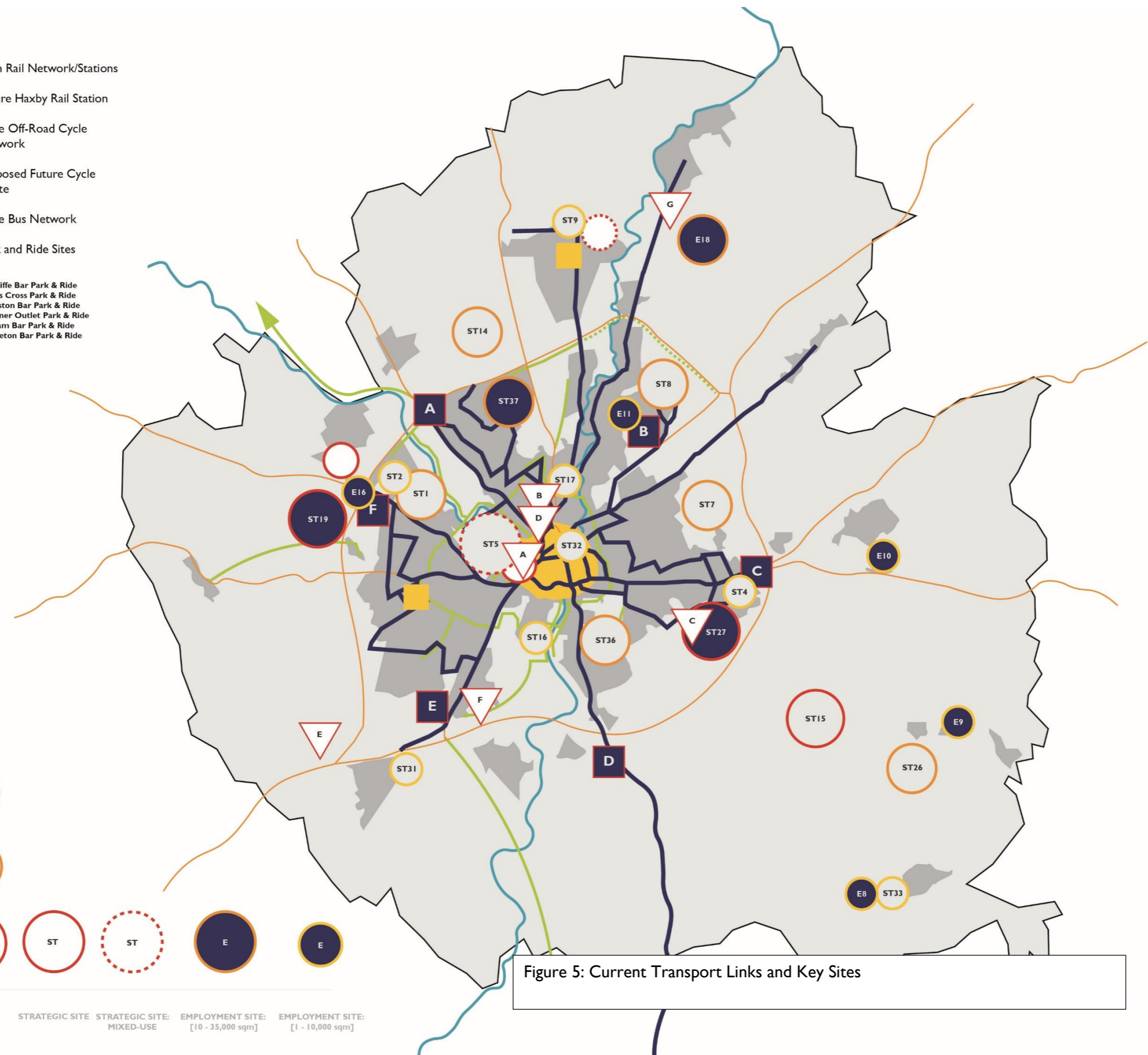
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 ST37 Whitehall Grange, Wigginton Road
- E8 Wheldrake Industrial Estate  
 E9 Elvington Industrial Estate  
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 E16 Poppleton Garden Centre  
 E18 Towthorpe Lines, Strensall
- Institutional Uses
- A York City Council  
 B York Hospital  
 C University of York  
 D York St John University  
 E Askham Bryan College  
 F York College  
 G Queen Elizabeth Barracks

STRATEGIC SITE SCALE = # OF NEW HOMES AND FLOORS/SPACE



TYPE

STRATEGIC SITE STRATEGIC SITE: MIXED-USE EMPLOYMENT SITE: [10 - 35,000 sqm] EMPLOYMENT SITE: [1 - 10,000 sqm]



**Figure 5: Current Transport Links and Key Sites**

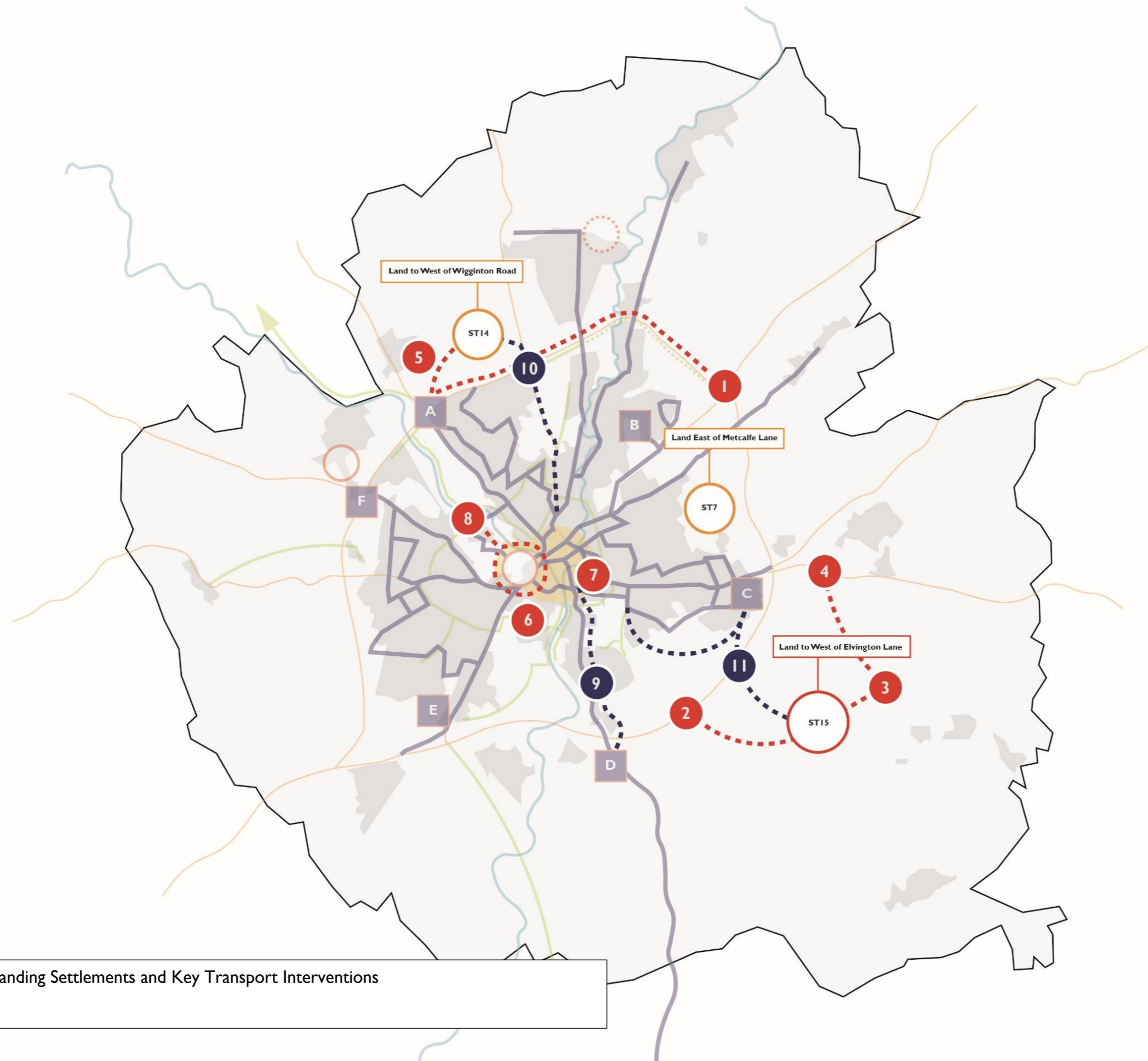
notes  
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 - All geographic locations are approximate

27. Thirdly, the Plan (in particular Policy T8) sets out how targeted investments and demand management techniques will be used to ensure as many trips as possible take place using public/ active transport – both in the new developments and existing development in York. There are ambitious targets for public transport and active mode use from all developments – especially the large strategic sites. ST7, ST8, ST14, ST15 – comprising 5,361 dwellings over the Plan period, have an ambitious 15% mode share to bus. This will prepare the existing network to accommodate the additional trips generated by the Local Plan development. York's Bus Service Improvement Plan (BSIP) contains aspirations to enhance the bus service generally and provide Bus Rapid Transit services to sites ST14 and ST15 to deliver the 15% mode share to bus identified in the site-specific policies for these sites. A further ST15 Sustainable Transport Study is in progress and is considering options for walk/ cycle links between ST15 and existing built-up area. The BSIP (and an associate Zero Emission bus bid) was awarded £17.4m of funding by DfT in April 2022, plus £8.4m for bus electrification, and CYC is now developing the implementation programme for the measures in the Plan, including expanding the electrification of the network from 25% of the network in 2022 to 50% of the network in 2025.

28. A sustainable transport package has been designed to mitigate car trip growth for York Central (ST5). This comprises a network of new cycle lanes and routes through and to the development, new bus routes linking the development with existing shopping areas and three new pieces of bus priority lane. The development also has an extensive Travel Plan which will be delivered in partnership with CYC. The development will also benefit from the comprehensive redevelopment of the frontage of York Rail Station, which will improve the station area as a gateway, provide more space for passenger circulation and provide better (and more) bus stops outside the station to cater for an expansion in York's bus services. More broadly, CYC are delivering several schemes to improve walking and cycling facilities across the City. Over time these will continue to reduce car trips on congested radial corridors. This includes new cycle lanes through York Central, around the Railway Station and on Tadcaster Road, Shipton Road, Acomb Road and the A1237 Ouse Bridge. CYC is developing a Local Cycling and Walking Infrastructure Plan. Urban fringe strategic sites will be linked into existing walk and cycle networks. ST14 and ST15 will have dedicated walk/cycle paths, as required through policies SS12 and SS13. A study is in progress to determine how best to provide cycle routes to ST15.

29. Appendix I sets out key current projects and some of these key interventions in respect of freestanding settlements (ST7, ST14 and ST15) presented on Figure 6. It is also important to note that outside of Local Plan processes, other programmes and initiatives with separate funding streams will support the shift to more sustainable modes of transport, for example York's response to the National Bus Strategy other local sustainable transport strategies and programmes. CYC is currently working on an updated Local Transport Plan which will help to continue the shift to sustainable transport in York. Examples of other actions (this list is not exhaustive) of measures beyond the Local Plan, but which will support implementation are set out below:

- CYC is working on a Local Transport Strategy but is awaiting DfT guidance on preparation of Local Transport Plans. Our recent award of £35m to develop/ electrify the bus network, and the award of funds to develop Haxby Station indicates CYC's ambition regarding sustainable transport.
- CYC is also bringing forward a series of Active Travel Fund projects to improve pedestrian and cycleways. It is developing a York Local Cycling and Walking Infrastructure Plan to inform future network development. These measures will complement a programme of large investments in cycle/ walkways in York, the first of which, provision of a new, wider, bridge for cyclists and pedestrians alongside the existing Scarborough line rail bridge, opened in Summer 2019.
- Use of sustainable transport will continue to be encouraged through the city's existing travel behaviour change unit, I-travel, who have been in operation for over 10 years. I-travel will lead on green travel plan initiatives across the new Local Plan development – something they are already doing for several of the developments which are already moving forwards (for example, York Central where Homes England have agreed a 10-year settlement with CYC to deliver the development's travel plan and monitoring)
- The York Bus Improvement Plan has been funded to 2025 and comprises a comprehensive set of proposals to upgrade York's bus network, including: £15m to provide bus priorities across York, £5m to upgrade the existing York Park and Ride network; Increases in service frequency towards providing a network of 10- minute frequency core routes and full electrification of the York urban bus network. The BSIP includes measures to deliver Policy T1 of the Plan, to provide high quality bus services from first occupancy of developments. The BSIP contains a range of interventions to improve/simplify bus fares in York, increase service frequencies and improve service speeds through more bus priorities. It is complemented by a bid to the DfT's ZEBRA fund to replace 44 diesel buses with new electric buses. When the ZEBRA project is delivered around over 50% of bus miles in York will be provided using electric buses.



**LEGEND**

- City of York Boundary
- Existing Developed Area
- City Centre

**Transportation**

- Main Road Network
  - Main Rail Network/Stations
  - Future Haxby Rail Station
  - Core Off-Road Cycle Network
  - Proposed Future Cycle Route
  - Core Bus Network
  - Park and Ride Sites
- A** Rawcliffe Bar Park & Ride  
**B** Monks Cross Park & Ride  
**C** Grimston Bar Park & Ride  
**D** Designer Outlet Park & Ride  
**E** Askham Bar Park & Ride  
**F** Poppleton Bar Park & Ride

**Site Key Infrastructure Interventions**

1. York Outer Ring Road dualling – A19 to Hopgrove
2. New A64 junction to ST15 and access road
3. ST15 access road and junction to Elvington Lane
4. Improved Elvington Lane and Grimston Interchange improvements
5. ST14 access road to A19/ Wigginton Road
6. York Station bus interchange improvement
7. Castle Gateway area interchange improvements
8. York Central Access Road
9. Fulford Road bus route improvements
10. Wigginton Road bus route improvements
11. New bus route for ST15 and upgrade to University bus service

*notes*  
 - Boundaries are approximate, not based on Geographic Data, Survey or Open Data  
 - Annotations and distances are not to scale, for demonstrative purposes only  
 - All geographic locations are approximate  
 - The cycle route network shown is the core off-road network. In practice, many roads in York have cycle lanes and advanced stop lines at junctions etc. These have been omitted for visual clarity  
 - The "proposed" section of cycle way around the NE side of the Outer Ring Road is designed and funded as part of the ORR dualling project, and has not been shown in this map

**Figure 6: Free Standing Settlements and Key Transport Interventions**

## C2 Education

### Context

30. The CYC is subject to legal requirement in respect of the provision of schools and early years provision. There are 63 publicly funded schools currently in operation in York, which include community and voluntary controlled schools that are maintained by the Local Authority, as well as academies that are often run together within a group of academies – called a Multi Academy Trust (MAT). Schools in York are shown on Figure 8. 2021 figures show there to be 272 registered providers across the city however this can change from term to term due to the dynamic and very fluid nature of this sector. Registered provision in 2021 comprises full day care nurseries (39), pre-school playgroups (30), primary schools with nurseries (25) - maintained, academy and independent schools, nursery school (1), childminders (119) out of school and holiday clubs (58). Only the nursery school and maintained schools with nurseries are directly managed by the local authority. Provision in the other sectors is managed by private companies, voluntary management committees or academy trusts or are self-employed workers. This is historically a very fluid market, and the pandemic has exacerbated the level of future uncertainty. Many providers currently face financial sustainability issues, recruitment and retention difficulties and changes in demand. National early years policy is also very fluid and ongoing policy changes could impact on both future supply and demand of early years provision.

31. Analysis of primary and secondary pupil yields from new completed development in 2020 school census data was undertaken to determine the number of pupils living on large new housing developments and track how the pupil yield varies throughout the lifecycle of these developments. This analysis in the graphs (in Figure 7) shows a clear pattern of pupil emergence that has further been confirmed with additional data from 2021. In York it has taken on average 8 to 10 years from first occupation of a new housing development for maximum primary pupil yield to be reached as illustrated on Figure 1. Further analysis carried out in 2021 to explore the emergence of pupils and the pupil yield generated from housing developments with 100% affordable housing showed these to vary from open market housing. The emergence of pupils was immediate in local schools, with primary pupil yield rising much higher from these developments, than from the majority open market housing developments that included those analysed in 2020.

32. In addition to the relatively late emergence of primary pupils, nationally birth rates are known to fluctuate and this oscillation is reflected in the number of applications received in the primary admissions round each year by CYC. This makes it extremely difficult to gauge where in the birth cycle a new development will begin to be occupied and whether peak pupil yield from the development will emerge at a point of high demand for pupil places, causing an additional demand for places that wouldn't otherwise have occurred. Although high birth rates resulted in increased primary applications in recent years, these began to decline in the 2019/20 admissions round and have declined further since then. Analysis of national birth rates over time suggests these trends will once again be reversed and birth rates will rise, however it is impossible to know when this will occur again. The long-term impact of the global pandemic and Brexit on birth rates and primary applications in York is unpredictable and medium to longer term trends are unclear.

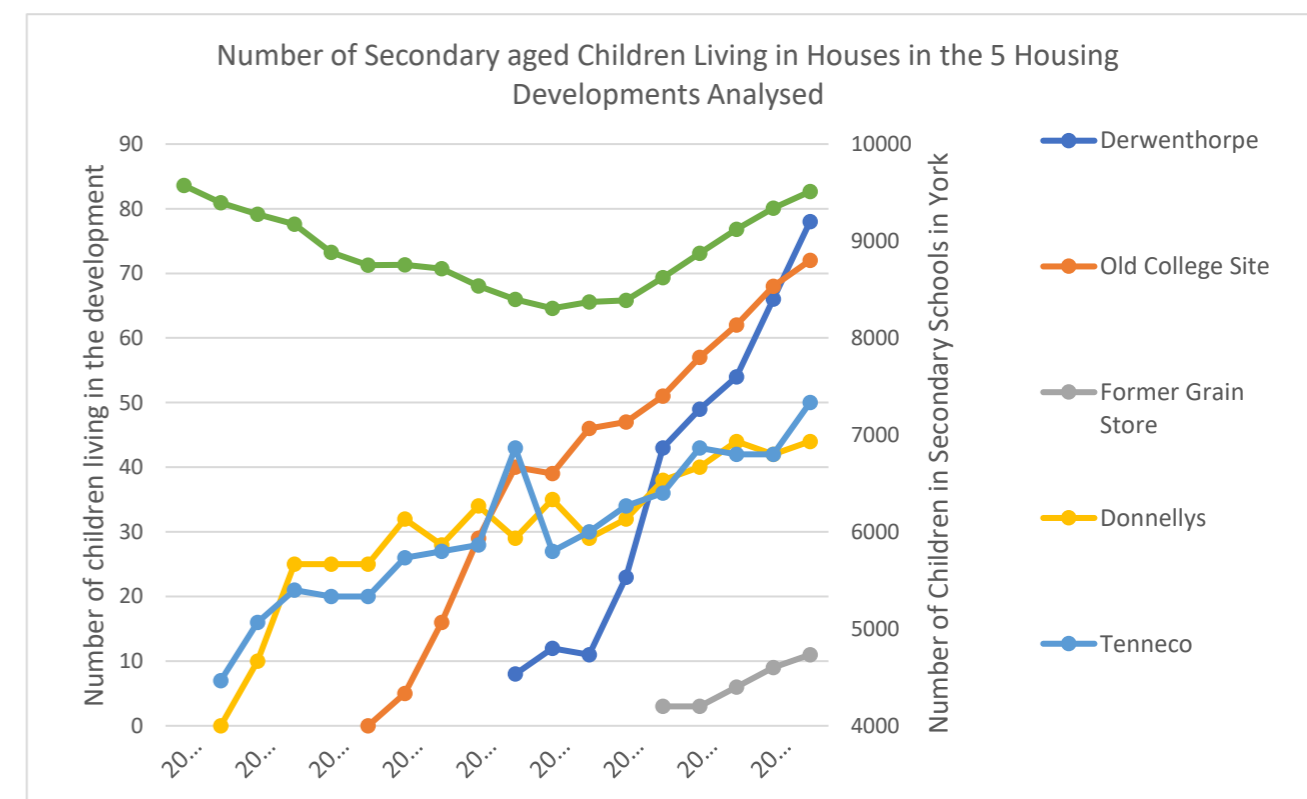
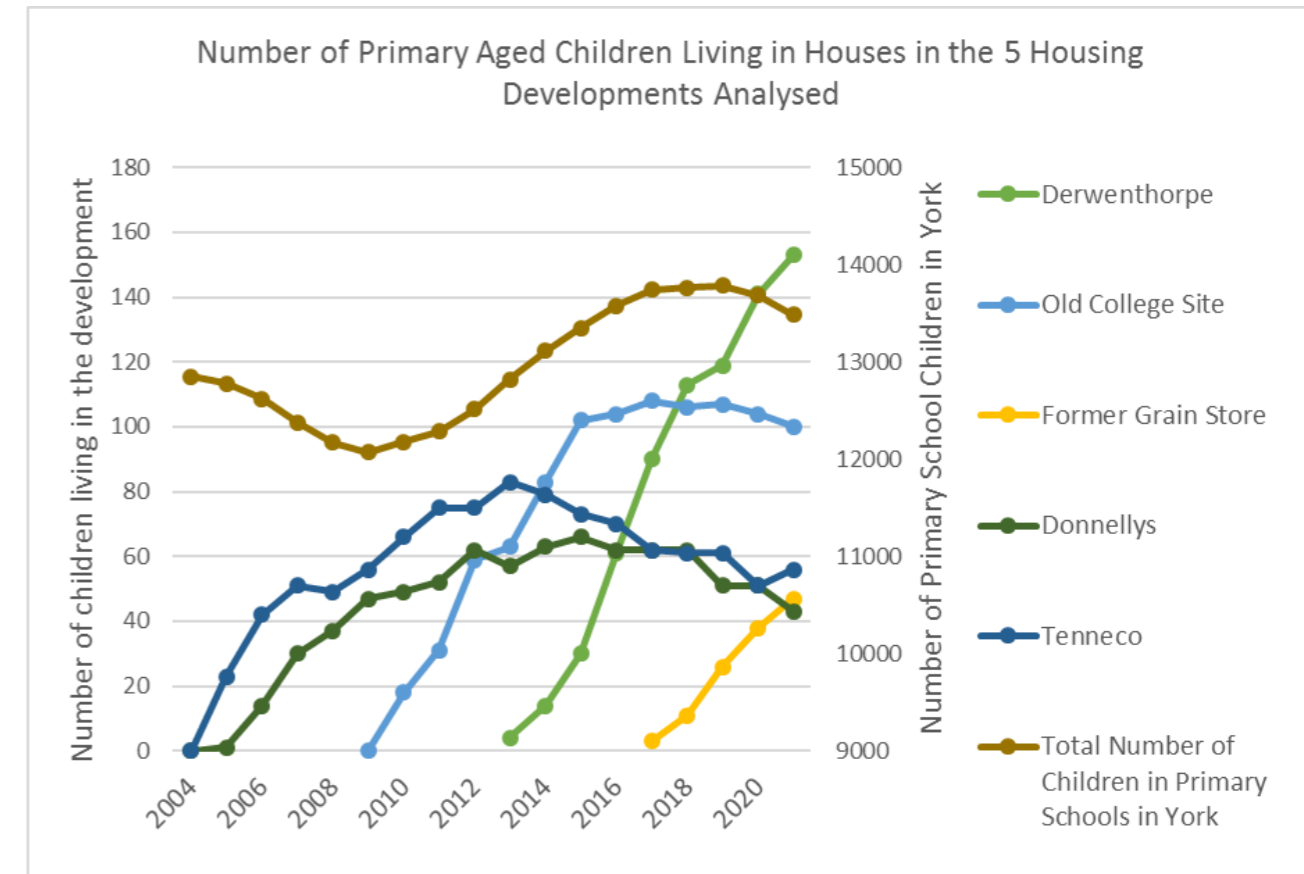


Figure 7 Pupil Yield Analysis – Primary and Secondary

## Summary of Plan Impact/ Demand

33. Forecasting the required number of places for a school or planning area looks at projected numbers for up to 7 years in the future. The difficulty of forecasting this far ahead - and the likely increase in inaccuracies the further ahead forecasts go - is widely acknowledged. This is particularly true of early years and primary forecasts, as actual births are only known for three years ahead, and projected births are used after this. The latter is subject to change, which can cause further difficulties in forecasting the likely number of surplus places available for a development. A significant number of people buying new houses in York appear to do so with a new or young family, or with the intention of starting or increasing their family. Evidence for this is seen in the number of reception age children generated from these new housing developments. These trends in York fit the DfE profile statement (2019): 'New housing tends to attract more young families than older housing, yielding higher numbers of pupils particularly in the pre-school and primary age groups, though this stabilises over time until the development resembles the mature housing stock.' Emerging Local Plan Policy H3 requires that a mix of housing to be provided reflecting the latest Strategic Housing Market Assessment (see Table 2). More than half of the City's affordable housing need is for 2+ bedroom properties and these types are predominantly required for families including children.

Table 2 Housing Mix

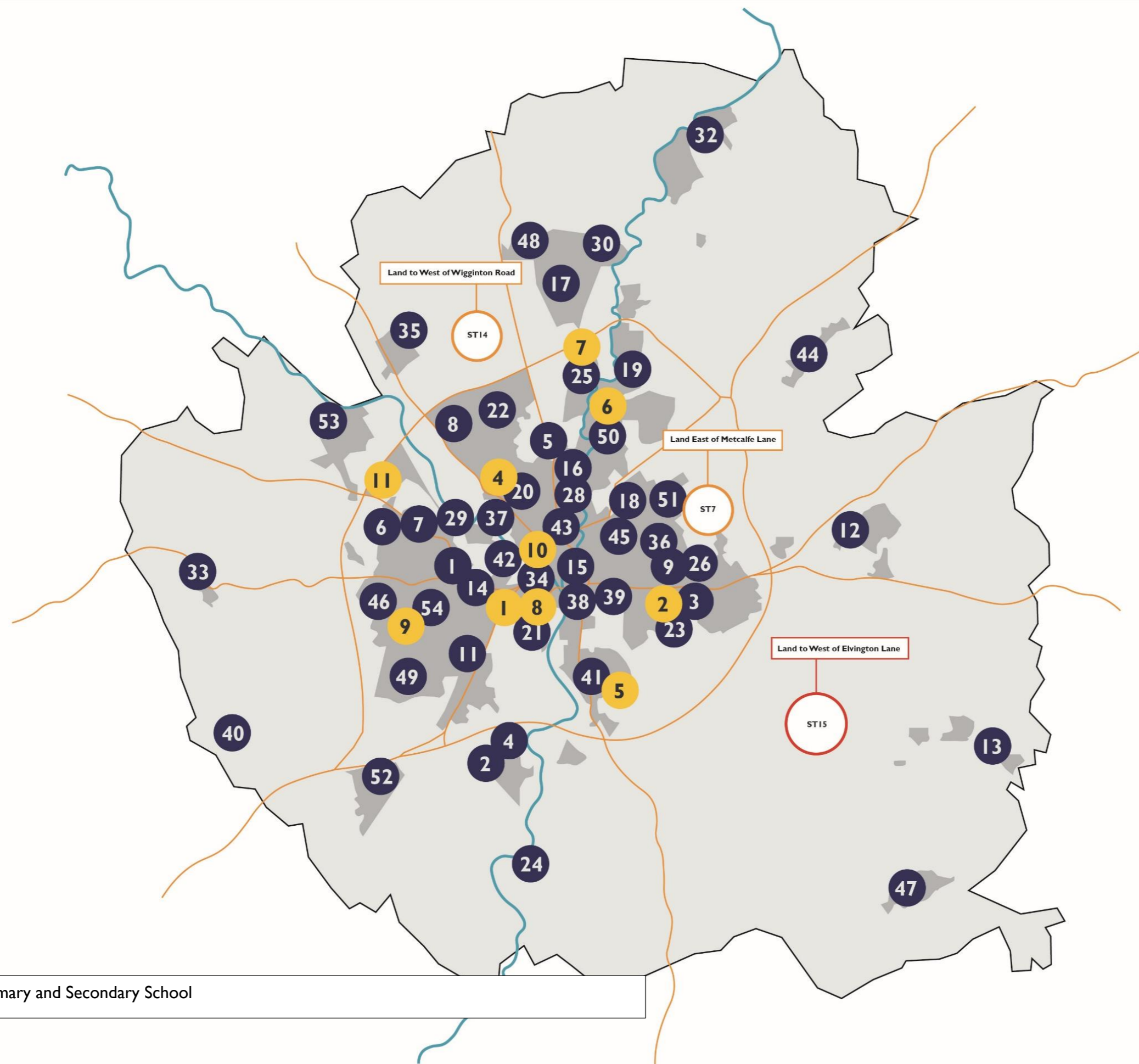
Tenure	1-bed	2-bed	3-bed	4+bed
Market	5 – 10%	35-40%	35-40%	15-20%
Affordable	35-40%	30-35%	20-25%	5-10%
All Dwellings	15%	35%	35%	15%

Source: Strategic Housing Market Assessment , (SD051) , paragraph 35

34. Current forecasts for York 2022 suggest the decline in primary school admission applications is expected to continue in York for the 5- year duration of the forecast. Although this excess of surplus primary school places is now expected across all primary planning areas, it is not expected to impact all schools equally. Instead, excess surplus places tend to be disproportionately distributed amongst a smaller number of schools, due in part to uneven patterns of birth, migration and parental preferences across the City. Surplus places may offset the short and medium-term impact of some developments but is unlikely to preclude the long-term necessity of expanding schools local to a development or providing new schools. A bulge in pupil numbers is currently working its way through from the upper primary into the secondary phase and is expected to begin to decline by 2025. This has created short term localised issues in identified school catchment areas, which have been addressed through permanent capital works to expand pupil places at Archbishop Holgate's School, Fulford School, Manor C.E. Academy and Millthorpe School. The decision to make permanent rather than temporary changes took into account the projected pupil place needs of known housing developments in the area, both approved and those identified in the draft Local Plan.

35. An annual audit is undertaken to assess the sufficiency of early years and childcare places and determine whether existing supply is meeting current demand. A range of data sources are used to determine sufficiency at ward level. This includes birth data, current capacity of existing provision, annual provider survey, annual parent survey and local intelligence including brokerages undertaken by Family Information Service. As noted above, there are challenges in accurately forecasting potential demand for the early years sector. Longer-term impacts of Covid-19 on jobs, changes to working patterns and locations and the associated demand for early years provision and childcare places are currently unknown. Changes in employment and income levels could also mean changes in eligibility for the funded 2-year-old places and for the 30 hours for 3- and 4-year-olds.

36. From the data available, there is predominantly sufficient early years provision to meet the needs of the families within a reasonable distance of work or home, however there are some pressure points in certain areas of the city. Local intelligence is suggesting there may be a shortage of places, especially baby places, across many areas of the City. However, it is a fluid, changing picture currently exacerbated by the recruitment and retention issues that early years providers are experiencing.



**LEGEND**

- City of York Boundary
- Existing Developed Area
- Watercourse

- Primary Schools
- Secondary Schools

- |   |   |
|---|---|
| 1 Acomb Primary                         | 1 All Saints Roman Catholic School (Upper Site) |
| 2 Archbishop of York's CE Junior        | 2 Archbishop Holgate's Church of England School |
| 3 Badger Hill Primary                   | 3 Vale of York Academy                          |
| 4 Bishopthorpe Infants                  | 4 Fulford School                                |
| 5 Burton Green Primary                  | 5 Huntingdon School                             |
| 6 Carr Infant                           | 6 Joseph Rowntree School                        |
| 7 Carr Junior                           | 7 Millthorpe School                             |
| 8 Clifton With Rawcliffe Primary        | 8 York High School                              |
| 9 Osbaldwick Primary                    | 9 All Saints Roman Catholic School (Lower Site) |
| 11 Dringhouses Primary                  | 10 Manor Church of England Academy              |
| 12 Dunnington CE                        |   |
| 13 Elvington CE                         |   |
| 14 Our Lady Queen of Martyrs RC Primary |   |
| 15 Fishergate Primary                   |   |
| 16 Haxby Road Primary                   |   |
| 17 Headlands Primary                    |   |
| 18 Heworth CE Primary                   |   |
| 19 Huntington Primary                   |   |
| 20 Clifton Green                        |   |
| 21 Knavesmire Primary                   |   |
| 22 Lakeside Primary                     |   |
| 23 Lord Deramore's Primary              |   |
| 24 Naburn CE Primary                    |   |
| 25 New Earswick Primary                 |   |
| 26 Osbaldwick Primary                   |   |
| 28 Park Grove Primary                   |   |
| 29 Poppleton Road Primary               |   |
| 30 Ralph Butterfield Primary            |   |
| 32 Robert Wilkinson Primary             |   |
| 33 Rufforth Primary                     |   |
| 34 Scarcroft Primary                    |   |
| 35 Skelton Primary                      |   |
| 36 St Aelred's RC Primary               |   |
| 37 St Barnabas' CE Primary              |   |
| 38 St George's RC Primary               |   |
| 39 St Lawrence's CE Primary             |   |
| 40 St Mary's CE Primary                 |   |
| 41 St Oswald's CE Primary               |   |
| 42 St Paul's CE Primary                 |   |
| 43 St Wilfrid's RC Primary              |   |
| 44 Stockton on the Forest Primary       |   |
| 45 Tang Hall Primary                    |   |
| 46 Westfield Primary                    |   |
| 47 Wheldrake with Thorganby CE Primary  |   |
| 48 Wigginton Primary                    |   |
| 49 Woodthorpe Primary                   |   |
| 50 Yearsley Grove Primary               |   |
| 51 Hempland Primary                     |   |
| 52 Copmanthorpe Primary                 |   |
| 53 Poppleton Ousebank Primary           |   |
| 54 Hob Moor Community Primary           |   |

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Figure 8 Primary and Secondary School

## Delivery Strategy

37. Appendix I identifies the potential requirements for primary and secondary education infrastructure to support Local Plan implementation in line with policies HW4 and ED6. DfE provides basic needs funding, but it is expected that the costs of school places associated with new development will be met by developers through planning obligations in line with Policy DMI and paragraph 5.13. This might include, for example, but is not limited to providing high quality school places by:

- Providing new schools or school buildings or early years provision on site and in instances of larger early years yield forecasts, the development of new provision, where possible co-located with a new primary school build may be the most viable, cost-effective option. Consideration will be given to inclusive, flexible buildings with shared spaces where appropriate (see Appendix I which highlights onsite requirements)
- Develop a separate new facility within the locality or expand existing provision within the locality, adapting extending and enhancing existing school buildings to meet demand from new development through developer contributions (CIL or S106)
- Improving school grounds, sports and physical education facilities or other required as a direct result of the additional demand.
- Contributing a lump sum, the amount to be set out by the York School Forum, to the revenue costs of starting up or growing the provision of additional school places in line with the forthcoming Pupil Growth Policy, where central government funding is not available.

38. The broad costs identified are informed by the likely child yield of developments and cost of school places of £18,976 per primary school places and £26,126 per secondary school places or costs of delivering a school where required on a strategic site. These costs are based on a local assessment, but broadly mirrors current DfE benchmark costs and are reviewed annually. The average pupil yield for houses was found by dividing the total number of children of primary school age living in houses on new and “maturing” housing developments in York, 8 years from first occupation for primary and the most recent figure available 10 – 15 years from first occupation for secondary, by the total number of eligible houses of 2 bedrooms or greater. The analysis outlined above gave an average pupil yield of 0.37 which is 37 primary aged pupils for every 100 houses and 0.26 for secondary school students. Appendix I cannot factor in any surplus in school places at the time the contribution will be sought as these are unknown. Where there is sufficient capacity to accommodate demand, the contributions sought at the time of any application, may be lower. However, for large scale strategic sites which require a new primary school, it is proposed that the full 37% pupil yield for eligible houses is used to reflect the lack of alternative primary provision within a reasonable travel distance. Similarly, for relatively rural developments with only one school within safe walking distance, 37% pupil yield is appropriate to ensure sufficient places are provided locally. While not specified in the schedule, there may be requirements for SEND provision and early years provision – and this will need to be considered in light of existing capacity and opportunities for co-locations. While costs are unknown, an indicative, broad brush assumption has been included City of York Local Plan Viability Update Addendum (2022) as submitted with the CYC’s Phase 2 Matter 6 Hearing Statement by costing these at 25% of the average primary and secondary school costs (paragraph 16).

39. The free school presumption process applies to all new schools and therefore the DfE is the responsible body for appointing the provider and setting the opening timetable, which is dependent on the DfE’s viability assessment. Ensuring schools are a financially viable size is an important consideration. For example, based on current school funding mechanisms, whilst a 2-form entry school is preferred, the smallest primary school that would be considered viable would be 1.5 form entry, 315 places, with a view to expansion to 2 form entry (420) if justified in future years by additional development(s) or local growth. The yield analysis evidences the financial risks of providing a new school too early in a development. High running costs would be an unacceptable financial burden on other school budgets within the successful Multi-Academy Trust’s portfolio. There would also be a risk of a struggling new school failing to attract staff and pupils in the medium and long-term. If necessary, expansion or temporary provision nearby should be considered for the early years of a development. This may rise to pre-/post-opening costs – including travel costs. This is likely to be a particular issue for the largest of the sites with extended build out periods.

40. CYC also recognize that it may not always be practical or desirable to use developer contributions to provide additional capacity at the catchment school or provider, because for example the site may be constrained, or the school may not have the infrastructure spaces necessary to support the increased capacity. In these circumstances the contributions would be used to provide additional capacity through extension or reconfiguration of existing schools or providers where the needs could be best met, or additional places delivered elsewhere to relieve the pressure on schools closer to a development.

### C3. Update on other supporting infrastructure

Table 3

Infrastructure Category	Context / Update	Plan Strategy/ Response
<b>Green Spaces</b>	Since the last IDP (SDI28) was submitted, CYC has invested heavily in in York's sports facilities notably, in September 2020, CYC purchased 78 hectares (194 acres) of land in the west of York for large-scale woodland creation. This project, now known as York Community Woodland, will see circa 110,000 trees and shrubs planted by 2023 to create a new multi-functional green space for York (reflected in Appendix I). The City Council and partners, under the umbrella of the White Rose Forest, are starting to look for new planting opportunities, some of which will generate additional green infrastructure. Planning permissions are starting to address one key area of known shortfall - play areas. The primary purpose of the infrastructure being to serve the residents of the new development; depending on location they may also address local shortfalls in provision.	Additional Green Infrastructure – and play space - will primarily be provided within new settlements and larger development sites. Open Space provision is identified in the Local Plan (designations are shown on the Policies Map) and include: OS1: Land North of Manor Church of England Academy; OS2: Land to North of Poppleton Juniors, Millfield Lane, Poppleton; OS5: Germany Beck; and OS6: Land abutting the River Foss at Heworth Croft.
<b>Sports Facilities</b>	Since the last Local Plan Update was submitted in 2018 (SDI28), CYC has invested heavily in in York's sports facilities and delivered the following: The Community Stadium and York Leisure centre completed in December 2020 costing £47.3 million, providing additional water space, sports hall, gymnasium, 3G 5 aside football pitches and a home for the city's professional clubs the York City Knight Rugby League Club and York City Football Club. January 2020 saw the completion of a £1.4m build out of the Burnholme Sports Centre. This included revitalising the existing old secondary school building into a standalone sports centre. It is already clear that there is demand for 3G football pitches, and increased development will give rise to increased demand for sports provision. CYC are with Sport England, National Governing Bodies of Sport and the community sports sector a new Built Sports Facilities and Playing Pitch Strategy Documents – including associated Action Plans articulating the strategy to meet growth envisaged in the Local Plan. It is anticipated these will be published in Summer 2022.	GI5 sets out a positive policy framework for protection and provision of playing pitches and HW3 sports facilities
<b>Health Infrastructure Acute/ Mental Primary Health Care Emergency Services (Fire and Police)</b>	Since the last Local Plan Update was submitted in 2018 (SDI28), the Clinical Commissioning Group (CCG) covering York continues, based on the growth strategy articulated in the Local Plan to develop their estate planning response. CYC has established a more structure programme of engagement with the CCG (following the diversion of activity to Covid-19 matters late 2021/early 2022, including on emerging estate strategies including in relation to GP provision (with existing facilities shown in Figure 8). CYC has been working on a pharmacy needs assessment with CCG partners. CYC is also currently engaging with York and Scarborough Teaching Hospitals NHS Foundation Trust in respect of their emerging spatial strategy, including longer terms plans to meet need beyond the current Plan period.	Additional health care provision to address cumulative impact of increase in population may be required and an enabling framework is provided in Policy HW5 and Policy HW6: Emergency Services – with additional provision where necessary on strategic sites.
<b>Flood Risk</b>	Since the last Local Plan Update was submitted in 2018 (SDI28), CYC continue to work closely with the Environment Agency and all partners in the delivery of the existing improvement programme for the City's defenses CYC are leading on catchment scale natural flood risk management measures with partners across the North Yorkshire County Council area to deliver wider resilience to current and future communities in the City. Emerging work to deliver catchment scale natural flood risk management solutions is being led by CYC.	Policies ENV4 and EN5 set out the approach to managing flood risk on a site-by-site basis. Strategic Flood Risk Management Projects are set out in Appendix I.
<b>Waste &amp; Utilities Provision</b>	Utilities providers are identified in IDP (2018), the Council is scheduling a series of updates to advise on the latest changes to the housing trajectory. This engagement is ongoing.	DMI: Infrastructure and Developer Contributions, provides an overarching framework for delivery of infrastructure including utilities (other plan policies identified in Appendix I deal with  The Minerals and Waste Joint Plan at its Full Council meeting on 27 April 2022 – which sets out the strategy for dealing with Waste in York in line with Plan Policy MW1.



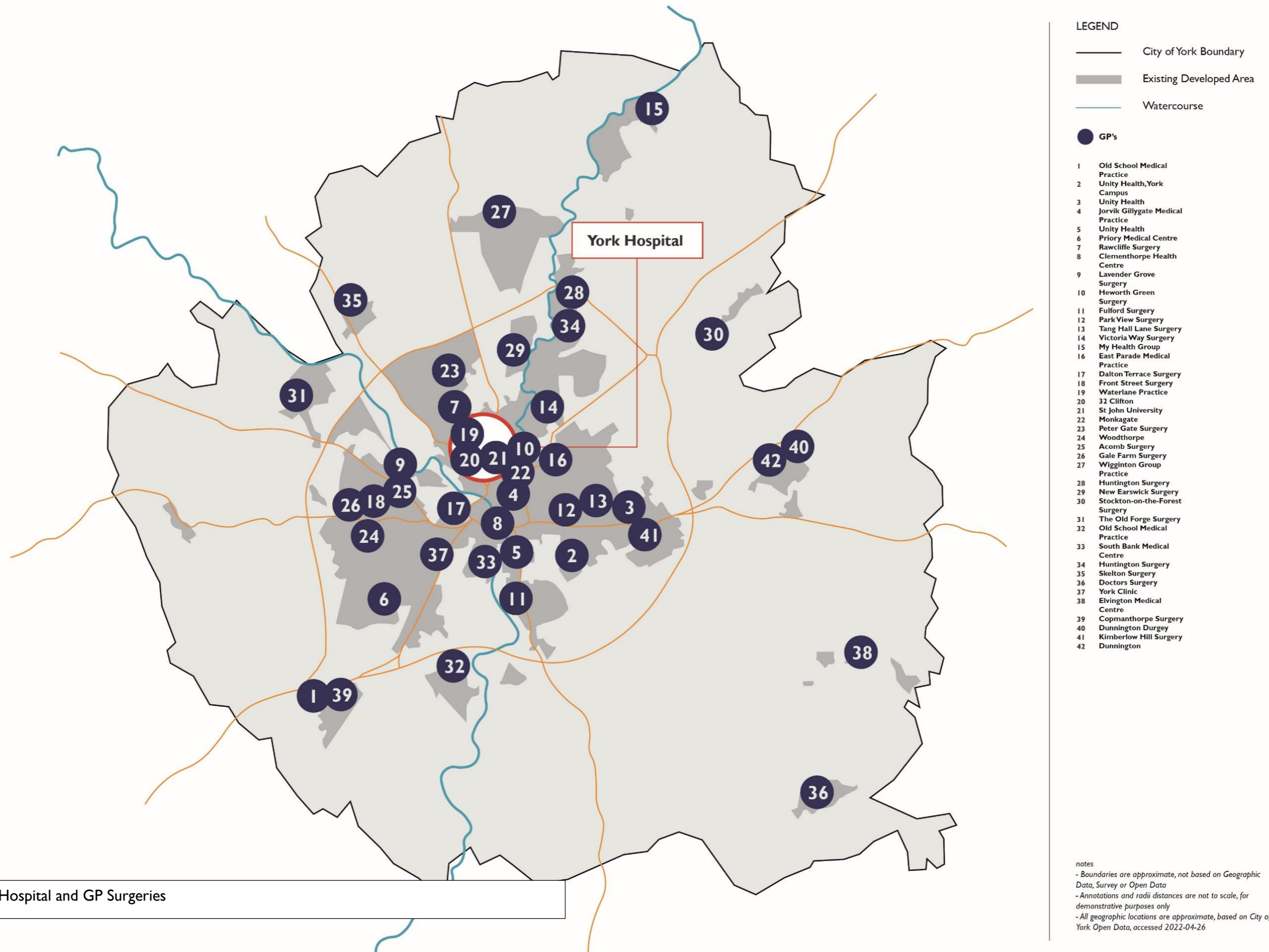


Figure 8 York Hospital and GP Surgeries

## D. Next Steps

41. As already set out this engagement is ongoing (and planned to be an ongoing process). Infrastructure capacity across infrastructure types change, sometimes quite rapidly, for example, short-term fluctuations in the birth rate. In addition, models of service delivery for infrastructure providers will evolve as will the funding context. CYC's infrastructure planning approach needs to be agile enough to reflect these changes. It is CYC's intention to develop this Infrastructure Delivery Strategy in the coming months taking it from a static plan making evidence document to use it to support delivery of the Plan through:

1. *Providing a vehicle for engagement with infrastructure service providers and developers on likely infrastructure needs and a mechanism for greater coordination of planned approaches to meet these*
2. *Capturing the latest information on costs and funding possibilities to secure these in a fast-changing funding environment and reflect the latest funding decisions taken by the CYC or infrastructure service providers.*
3. *Presenting (1) and (2) in an accessible way which can, alongside consultation and engagement with communities, inform the approach to securing infrastructure associated with developer proposals and further bids for funding to support development.*

42. Accordingly, once the Plan is adopted, CYC will move to an at least annual programme of updates. In advance of this, this document is *currently* being refined and developed in consultation with developers and infrastructure providers ahead of Phase 3 of the independent examination hearings (when the Planning Inspectors have indicated site matters will be considered in detail). Subject to progress on the emerging Local Plan towards adoption, this is likely to be updated again in Autumn 2022 to support CYC's policy approaches on developer contributions. A cross council officer group, engaging where appropriate with partner organisations, has been established to coordinate this process and keep it up to date.

43. As York moves a step closer to its first adopted Plan, CYC is considering how it can use other planning tools and processes to support its implementation, from Supplementary Planning Documents to support policy implementation to targeted and evidence led use of Article 4 Directions to support Plan delivery. CYC's approach to securing developer contributions presents a particular opportunity to enable delivery of Plan policies – including the introduction of a Community Infrastructure Levy. Since 2010, authorities in England and Wales have been empowered to establish a Community Infrastructure Levy (CIL) to help pay for infrastructure to support development. A portion of CIL must be allocated to neighbourhoods. The introduction of CIL is being considered by CYC as it provides a more flexible tool to respond to the variations of levels of capacity within existing infrastructure networks and facilities (such as schools) to allow CYC to have a more agile response to short term changes than can be provided through pooled planning obligations. It will also more effectively capture contributions from smaller development - which cumulatively give rise to infrastructure impacts. CIL also provides more certainty to developers on costs up front (expediting negotiations on developer contributions). It is likely Section 106 will *still* have a role in securing on site infrastructure provision on the largest strategic sites, in such cases CIL will be set at a level which takes proper account of these costs.

44. This charge on the development can operate alongside S106, which can continue to be used for affordable housing and other on-site infrastructure. CIL is a subject with a report to be considered at Executive on 16 June 2022. The Government recently announced changes to the operation of developer contributions. The [Levelling Up and Regeneration Bill](#), given its first reading on 11 May 2022 and identified the introduction of a simple, non-negotiable, locally set Infrastructure Levy will ensure that developers pay their fair share to deliver the infrastructure that communities need. This will include:

- A new 'right to require' to remove the role of negotiation in determining levels of onsite affordable housing. This rebalances the inequality between developers and local authorities by allowing local authorities to determine the portion of the levy they receive in-kind as onsite affordable homes.
- Require developers to deliver infrastructure integral to the operation and physical design of a site – such as an internal play area or flood risk mitigation. Planning conditions and narrowly targeted section 106 agreements will be used to make sure this type of infrastructure is delivered.
- Detail the retained role for section 106 agreements to support delivery of the largest sites. In these instances, infrastructure will be able to be provided in-kind and negotiated, but with the guarantee that the value of what is agreed will be no less than will be paid through the Levy.
- Retain the neighbourhood share and administrative portion as currently occurs under the Community Infrastructure Levy.

45. Recent [statements from the Government](#) have indicated this new Levy will be introduced through a 'test and learn' approach with it being 'rolled out nationally over several years, allowing for careful monitoring and evaluation, in order to design the most effective system possible'. The timescale for introduction is therefore unclear and will be dependent on changes to legislation which will take several months or even years to enact. Furthermore, the Government's statements on the proposed CIL, consistently indicate a levy type approach (an evolution of CIL rather than a fundamental change of direction). In this context, moving forward with CIL may enable an easier transition to the proposed 'Infrastructure Levy' intended to replace CIL and S106.

**APPENDIX I Key Infrastructure Projects Schedule**

Ref	Type	Infrastructure Project or Programme	Area	Timeframe for Delivery <ul style="list-style-type: none"> <li>• Short Term 2022/3 to 2027/8</li> <li>• Medium Term 2028/9 - 2033/4</li> <li>• Longer Term 2034/5 onwards</li> <li>• Ongoing through Plan period</li> </ul>	Indicative Cost/ Actual if known (£Millions)	Committed Sum (£ Millions)	Indicative minus Committed	Funding Source(s)	Amendments to January (corrected March 2022)
1.01	Primary	Contribution to additional school places across a potential 32+ existing primary schools in the CYC authority area	York/ City-Wide	Ongoing throughout Plan period 2021/22 - 2037/38	16.50		16.5	Developer contributions plus if available, DfE Basic Needs Allocation and other direct funding	This was represented as £77m, but included costs of schools identified on strategic sites (for 1.02 to 1.06). Original text revised for clarity.
1.02	Primary	Primary school at Site ST1 British Sugar / Manor School	ST1	Medium Term	7.00	3.3	3.7	Developer contributions	Tested at £7m, benchmark cost for primary provision, but this will be a lower due lower delivery costs/ school size.
1.03	Primary	1.5 - 2 form Primary school at Site ST8 Land North of Monks Cross	ST8	Medium Term	7.00		7.0	Developer contributions	
1.04	Primary	2-3 form Primary School at Site ST14 (Temporary provision nearby should be considered for the early years of a development. This may give rise to pre-/post-opening costs)	ST14	Medium Term	11.00		11.0	Developer contributions	
1.05	Primary	2 and 3 form entry primary schools to provide at least 5 forms of entry at Site ST15 (Temporary provision nearby should be considered for the early years of a development. This may increase the pre-/post-opening costs)	ST15	Medium Term - Long Term	28.00		28.0	Developer contributions	Based on first occupancy for nursery and primary.
1.06	Primary	1.5 - 2 form Primary School at site ST9	ST9	Medium Term	7.00		7.0	Developer contributions	
1.07	Secondary	Contribution to additional school places across 9 existing secondary schools in the CYC unitary authority area.	York/ City-Wide	Ongoing throughout Plan period	Up to 30.80	0.0	30.8	Developer contributions DfE Basic Needs Allocation and other direct funding.	Updated as previously shown but slightly higher with the more recent yield analysis.
1.11	Secondary	Millthorpe - Creating additional teaching and circulation space to accommodate bulge years and rectify deficits from previous expansion	York/ City-Wide	Short Term	1.90	1.90	0.0	CYC	
1.12	Secondary	Manor - Creating additional teaching and circulation space to fulfil demand for pupil places in the secondary planning area, some of which anticipated from new development (ST1, ST2).	York/ City-Wide	Short Term	1.10	1.10	0.0	CYC	Highlighted sites where demand was generated.
1.17	Secondary	Contribution to or delivery of additional secondary school places associated with ST15 / Temporary provision nearby should be considered for the early years of a development. This may rise to pre-/post-opening costs – within the cost envelope tested in the Viability Appraisal Note (2022)	ST15	Long Term	10 -20		10 -20	Developer contributions Tested at 15m midpoint in the Hearing Statement 6 Viability Assessment Addendum Note, 2022	
2.01	Highways	Highways: Upgrade A64 junction with A1237 at Hopgrove and dualling from Hopgrove to Barton Hill	York/City Wide	Medium – Long Term	250.0	250	0.0	National Highways	
2.02	Highways	Highways: Phase 1 ORR dualling of A1237 between A19N and Little Hopgrove	York/ City-Wide	Short Term	72.0	72	0.0	DfT and local match funding contribution	

Ref	Type	Infrastructure Project or Programme	Area	Timeframe for Delivery <ul style="list-style-type: none"> <li>• Short Term 2022/3 to 2027/8</li> <li>• Medium Term 2028/9 - 2033/4</li> <li>• Longer Term 2034/5 onwards</li> <li>• Ongoing through Plan period</li> </ul>	Indicative Cost/ Actual if known (£Millions)	Committed Sum (£ Millions)	Indicative minus Committed	Funding Source(s)	Amendments to January (corrected March 2022)
2.02b	Highways	Highways: B1224 Wetherby Road / A1237 roundabout upgrade	York/ City Wide	Short term (completed)	3.0	3.0	0.0	WYCA/ CYC local contribution	Scheme included for completeness of A1237 upgrade.
2.03	Highways	Highways: Phase 2 ORR dualling of A1237 from B1224 Wetherby Road to A19N Shipton Road	York/ City-Wide	Medium – Long Term	86.0	0	86.0	DfT and local match funding contribution	
<b>Dark grey shaded cells show high level indicative costings undertaken to inform the viability assessment – see note in paragraph 14</b>									
2.04	Highways Indicative Cost for Viability Testing	ST4 Small roundabout junction to Field Lane	ST4	Short term	1.0	0	1.0	Developer contributions	
2.05	Highways Indicative Cost for Viability Testing	ST5 Access Road, bridge etc	ST5	Short term	155.0	155	0.0	CYC and developer contribution, including DfT and WYCA funding.	
2.06	Highways Indicative Cost for Viability Testing	ST7 Junctions to Murton Way and Stockton Lane	ST7	Short term	2.0	0	2.0	Developer contribution	
2.07	Highways Indicative Cost for Viability Testing	ST8 3 x access junctions	ST8	Short term	3.0	0	3.0	Developer contribution	
2.08	Highways Indicative Cost for Viability Testing	ST9 2 x Access junctions	ST9	Short to medium term	2.0	0	2.0	Developer contribution	
2.09a	Highways Indicative Cost for Viability Testing	ST14 Access Road and junctions to Wigginton Road	ST14	Short term	3.0	0	3.0	Developer contribution	
2.09b	Highways Indicative Cost for Viability Testing	ST14 Access Road to spur off Great North Way junction	ST14	Medium term	5.0	0	5.0	Developer contribution	
2.10a	Highways Indicative Cost for Viability Testing	ST15 Grade separated junction with A64	ST15	Medium – long term	35.0	0	35.0	-Developer contribution	
2.10b	Highways Indicative Cost for Viability Testing	ST15 Merge/ diverge works on A64	ST15	Medium to long term	15.0	0	15.0	Developer contribution	
2.10c	Highways Indicative Cost for Viability Testing	ST15 Work to Grimston interchange	ST15	Medium term	3.0	0	3.0	Developer contribution	
2.10d	Highways Indicative Cost	ST15 Access Road from ST15 to grade separated junction	ST15	Medium to long term	5.0	0	5.0	Developer contribution	

Ref	Type	Infrastructure Project or Programme	Area	Timeframe for Delivery <ul style="list-style-type: none"> <li>Short Term 2022/3 to 2027/8</li> <li>Medium Term 2028/9 - 2033/4</li> <li>Longer Term 2034/5 onwards</li> <li>Ongoing through Plan period</li> </ul>	Indicative Cost/ Actual if known (£Millions)	Committed Sum (£ Millions)	Indicative minus Committed	Funding Source(s)	Amendments to January (corrected March 2022)
	for Viability Testing								
2.10e	Highways Indicative Cost for Viability Testing	ST15 Elvington Lane improvements/ new junction w. A1079	ST15	Medium term	5.0	0	5.0	Developer contribution	
2.10f	Highways Indicative Cost for Viability Testing	ST15 Access Road and junction from ST15 to Elvington Lane	ST15	Medium term	5.0	0	5.0	Developer contribution	
2.11	Highways Indicative Cost for Viability Testing	ST17 2 x access junctions	ST17	Short term	2.0	0	2.0	Developer contribution	
2.12	Highways Indicative Cost for Viability Testing	ST37 1 x access junction	ST37	Short term	1.0	0	1.0	Developer contribution	
2.25	Parking/ Demand Management	City Centre Demand Management Measures (behaviour campaigns/ active travel, car club, parking management etc.)	York/ City-Wide	Short Term and ongoing throughout Plan	1.0 pa (£16.0 across plan)	3.0	13.0	DfT 'STEP' funding and CYC (LTP3)	Sum included to reflect existing commitments
2.26	Parking/ Demand Management	Park and ride upgrade programme (BSIP) and conversion into multi-modal hubs offering car hire, scooters, and access to greater range of bus services	York/ City-Wide	Short Term and ongoing throughout Plan	4.0	4.0	0.0	DfT/ CYC	
2.27	Parking/ Demand Management	Potential expansion of existing Park & Ride sites to accommodate additional demand, including new Fulford Terminal	York/ City-Wide	Short Term to Long Term	15.0	0.0	15.0	CYC and/or Developer Contributions where appropriate	
2.28	Public Realm	Castle Gateway - Public realm improvements as part of the re- development of the York Castle Gateway major regeneration area, to include new crossing of Tower Street and foot/ cycle bridge from Tower Street to Piccadilly	York/ City-Wide	Short Term	12.5	12.0	0.5	CYC, WYCA and Developer	
2.29	Public Realm	Public realm improvements in the city centre, including North Street footbridge, Riverside Walkway and Parliament Street upgrade (as expressed in SS3: York City Centre)	York/ City-Wide	Ongoing throughout Plan period	20.0	0.0	20.0	Devolution Request	
2.33	Public Transport	York Station Gateway: rebuilding of front of York Station to give improved public realm and bus interchange	York/ City-Wide	Ongoing throughout Plan period	26.0	26.0	0.0	WYTF+, WYCA (LGF), YNYER LEP (LGF), CYC (EIF), WYCA (TCF) + other	
2.34	Public Transport	Bus network enhancements (BSIP): frequency and route enhancements to York's bus network to improve accessibility in the city. Bus Service Improvement Plan	York/ City-Wide	Short Term	9.0	9.0	0.0	DfT	Sum increased to £9m (from £3m) to reflect BSIP funding won
2.35	Public Transport	Bus Fleet Electrification: electrification of York urban bus routes to make them more attractive to passengers and improve air quality (particularly in York city centre)	York/ City-Wide	Short Term to Long Term	21.0	8.5	12.5	DfT	Amended to included funding won in March 2022

Ref	Type	Infrastructure Project or Programme	Area	Timeframe for Delivery <ul style="list-style-type: none"> <li>Short Term 2022/3 to 2027/8</li> <li>Medium Term 2028/9 - 2033/4</li> <li>Longer Term 2034/5 onwards</li> <li>Ongoing through Plan period</li> </ul>	Indicative Cost/ Actual if known (£Millions)	Committed Sum (£ Millions)	Indicative minus Committed	Funding Source(s)	Amendments to January (corrected March 2022)
2.36	Public Transport	Capacity enhancements York north station throat/ Skelton junction	York/ City-Wide	Short Term to Long Term 2025/26 - 2037/38			0.0	Great British Railways DfT/ Integrated Rail Plan	
2.37	Public Transport	Rail: Scarborough line upgrade	York/ City-Wide	Short Term			0.0	Great British Railways/ NYCC	
2.38	Public Transport	Rail: Harrogate line upgrade	York/ City-Wide	Short Term (completed)			0.0	Great British Railways/ NYCC	
2.39	Public Transport	New Railway Station at Haxby	York/ City-Wide	Long Term	17.0	0.7	16.3	DfT New Stations Fund	
2.40	Public Transport	Bus enhancements, including as specified in Local Plan policies new / increase frequency services.	Strategic Site Allocations	Short Term 2026/27 - 2037/38	21.0	6.0	15.0	DfT BSIP and other plus developer contributions	
<b>Dark grey shaded cells show high level indicative costings undertaken to inform the viability assessment – see note in paragraph 14</b>									
2.06b	Indicative Costs Only Public Transport	ST7 Bus enhancement	ST7	Medium term	0.5	0	0.5	Developer contribution	
2.09c	Indicative Costs Only Public Transport	ST14 Bus Enhancement	ST14	Medium term	1.0	0	1.0	Developer contribution	
2.10g	Indicative Costs Only Public Transport	ST15 Bus Enhancement	ST15	Medium term	2.0	0	2.0	Developer contribution	
2.41	Walking/ Cycling (active Travel)	Committed improvements to cycle networks in York, including to Shipton Road, Acomb Road, Tadcaster Road. Development of further schemes through York Local Cycling and Walking Infrastructure Plan	York/ City-Wide	Ongoing throughout Plan period	4.9	4.9	0.0	CYC, WYCA, and YNYER LEP (LGF), DfT Active Travel Fund	
2.42	Walking/ Cycling (active Travel)	New, improved improvements to cycle/ pedestrian infrastructure, strengthening where appropriate links to existing or planned rail infrastructure and cycle networks and other demand management measures	Strategic Site Allocations	Ongoing throughout Plan period			0.0	Developer contributions, CYC, DfT ATF	
<b>Dark grey shaded cells show high level indicative costings undertaken to inform the viability assessment – see note in paragraph 14</b>									
2.09d	Walking/ Cycling (Active Travel)	ST14 Walk/Cycle	ST14	Medium term	2.00	0	2.0	Developer contribution	
2.10h	Walking/ Cycling (Active Travel)	ST15 Walk/ Cycle	ST15	Medium term	4.00	0	4.0	Developer contribution	
3.01	Acute/ Mental Health	York Hospital Masterplan	York/ City-Wide	Short Term 2023/24 - 2027/28		0.0	0.0	Public sector funding	
3.02	Primary	Additional GP provision to address impact of population increase	York/ City-Wide	Ongoing throughout Plan period 2017/2018 - 2032/33	3.50	0.0	3.5	Public sector funding, private investment, and potential developer contributions	

Ref	Type	Infrastructure Project or Programme	Area	Timeframe for Delivery <ul style="list-style-type: none"> <li>• Short Term 2022/3 to 2027/8</li> <li>• Medium Term 2028/9 - 2033/4</li> <li>• Longer Term 2034/5 onwards</li> <li>• Ongoing through Plan period</li> </ul>	Indicative Cost/ Actual if known (£Millions)	Committed Sum (£ Millions)	Indicative minus Committed	Funding Source(s)	Amendments to January (corrected March 2022)
3.03	Primary	Additional dentist provision to address impact of population increase	York/ City-Wide	Ongoing throughout Plan period	2.10	0.0	2.1	Private investment and potential developer contributions	
3.04	Primary	Additional GP provision to address impact of population increase	ST15	Short Term 2024/25 - 2025/26			0.0		
4.01	Other Community Facilities	Additional / improved community facilities to meet the needs of new development (could include new indoor sports facilities)	York/ City-Wide	Ongoing throughout Plan period	11.30	0.0	11.3	Private sector funding, other funding (e.g., lottery) and developer provision / contributions	
4.02	Other Community Facilities	Outdoor sports facilities	York/ City-Wide	Ongoing throughout Plan period	12.00	0.0	12.0	Developer and Partner Contributions	
4.03	Other Community Facilities	Community Hall / Space (could include element of sports provision)	ST1	Short Term 2022/23 - 2023/24	0.90	0.0	0.9	Developer provision / contributions	
4.04	Other Community Facilities	Community Hall / Space	ST14	Medium Term 2029/30 - 2030-31	0.90	0.0	0.9	Developer provision / contributions	
4.05	Other Community Facilities	Community Hall / Space	ST15	Medium Term 2030/31 - 2031/32	0.90	0.0	0.9	developer provision / contributions	
5.01	Other Community Facilities	Children's equipped play space	York/ City-Wide	Ongoing throughout Plan period 2017/18 -2037-38	2.00	0.0	2.0	Developer contributions	
5.02	Other Community Facilities	Informal amenity open space	York/ City-Wide	Ongoing throughout Plan period 2017/18 -2037-38	1.00	0.0	1.0	Developer contributions	
5.03	Other Community Facilities	York Central Park	York Centre	Ongoing throughout Plan period 2021/22 - 2030/31	17.96	18.0	0.0	CYC, Regional and developer contributions	
5.04	Open Space/ Public Realm	Castle Gateway (Riverside Walkway/ Park)	York Centre	Short Term 2022/23 - 2023/24			0.0	CYC and developer contributions	
5.05	Open Space/ Public Realm	Allotments	Rufforth	Short Term	0.10		0.1	CYC	
5.06	Open Space/ Public Realm	Community Woodland (Natural / semi natural green space)	Rufforth	Short to Long Term	2.00	2	0.0	CYC funding plus White Rose Forest	
5.07	Open Space/ Public Realm	On-site Provision associated with Strategic Site Allocations, including the significant indicative spaces identified on the policies map, including: OS7: Land at Minster Way at ST7; OS8: New Parkland to the East of ST8; OS9: New Recreation and Sports Provision to the south of ST9; OS10: New Area for Nature Conservation on land to the South of A64 in association with ST15; OS11: Land to the East of ST31	Strategic sites	Short to Medium Term (linked to build out of these site)				Developer associated with strategic site delivery	
6.01	Utilities	Flood and Coastal Resilience Innovation Programme	York/ City-Wide	Short Term	6.00	6.0	0.0	DEFRA	

Ref	Type	Infrastructure Project or Programme	Area	Timeframe for Delivery <ul style="list-style-type: none"> <li>• Short Term 2022/3 to 2027/8</li> <li>• Medium Term 2028/9 - 2033/4</li> <li>• Longer Term 2034/5 onwards</li> <li>• Ongoing through Plan period</li> </ul>	Indicative Cost/ Actual if known (£Millions)	Committed Sum (£ Millions)	Indicative minus Committed	Funding Source(s)	Amendments to January (corrected March 2022)
6.02	Utilities	York Flood Alleviation Scheme	York/ City-Wide	Short Term	110.00	110.0	0.0	Environment Agency	
6.02	Utilities	Additional / improved flood management measures as identified in the Local Flood Risk Management Strategy, Strategic Action Plan	York/ City-Wide	Ongoing throughout Plan period		0.0	0.0	Environment Agency, CYC and Developer contributions	
7.01	Utilities	Increasing capacity of wastewater treatment works to address potential lack of capacity (link to LEAP study on capacity analysis)	Strategic Site Allocations	Ongoing throughout Plan period	TBD	0.0	Unknown	Yorkshire Water and Developer contributions	

Note in line with Policy GI2A, provision of open space must include or secure access to areas of suitable natural greenspace secured by way of mitigation prior to any occupation of new dwellings and secured in perpetuity ST7, SS10/ST8, SS11/ST9 and SS12/ST14



## APPENDIX 2 Plan Policy Framework to Enable Infrastructure Delivery

Infrastructure Type	Section of LP	Local Plan policies	Partners and Implementation Mechanisms
Infrastructure to support development	15	DM1: Infrastructure and Developer Contributions  Deals more generally with contributions for essential infrastructure: transport; utilities; health facilities; emergency services; affordable housing; renewable energy; flood mitigation; waste facilities; education; green infrastructure; community facilities; and the public realm	Key Delivery Partners: CYC; and developers  Implementation: planning applications (Developer Obligations), CYC Capital Programme and public transport operator service changes (commercial and contracted services)
Public Transport	4	R3: York City Centre Retail	Key Delivery Partners: CYC; developers; landowners and retailers. Implementation: Planning applications.
Public Realm	4	R3: York City Centre Retail	Key Delivery Partners: CYC; developers; landowners and retailers. Implementation: Planning applications.
Community Facilities	6	HW1: Protecting Existing Facilities	Key Delivery Partners: CYC; developers; infrastructure delivery partners; and community groups Implementation: Developer contributions
Community Facilities	6	HW2: New Community Facilities	Key Delivery Partners: CYC; developers; infrastructure delivery partners; and community groups Implementation: Developer contributions
Built Sport Facilities	6	HW3: Built Sport Facilities	Key Delivery Partners: CYC; developers; infrastructure delivery partners; and community groups Implementation: Built Sports Facilities Strategy; and developer contributions
Childcare Provision	6	HW4: Childcare Provision	Key Delivery Partners: CYC; developers; infrastructure delivery partners; and community groups Implementation: Developer contributions
Healthcare Services	6	HW5: Healthcare Services	Key Delivery Partners: CYC; developers; York Teaching Hospital NHS Foundation Trust; Tees, Esk and Wear Valley NHS Foundation Trust; NHS Vale of York CCG; and infrastructure delivery partners Implementation: Developer contributions
Emergency Services	6	HW6: Emergency Services	Key Delivery Partners: CYC; developers; Yorkshire Ambulance Service NHS Foundation Trust; North Yorkshire Police; and North Yorkshire Fire and Rescue Service; and infrastructure delivery partners Implementation: Developer contributions
Public realm	6	HW7: Healthy Places	Key Delivery Partners: CYC; developers; infrastructure delivery partners; and community groups Implementation: Design and Access Statements, Health Impacts Assessments, planning application and developer contributions
Preschool, Primary and Secondary Education	7	ED6: Preschool, Primary and Secondary Education	Key Delivery Partners: CYC, education providers and developers Implementation: planning applications and developer contributions
Community use of educational sports and cultural facilities	7	ED8: Community Access to Sports and Cultural Facilities on Education Sites	Key Delivery Partners: CYC, education providers and developers Implementation: planning applications and developer contributions
Public Realm	8	D1: Placemaking D2: Landscape and Setting	Key Delivery Partners: CYC; developers and Historic England. Implementation: Planning applications and developer contributions
Cultural facilities	8	D3: Cultural Provision	Key Delivery Partners: CYC, Developers, infrastructure delivery partners; Make it York, the Guild of Media Arts and community groups Implementation: Planning applications
Open space, Landscapes, geodiversity, biodiversity and natural environment (All Green Assets)	9	GI1: Green Infrastructure, GI2: Biodiversity and Access to Nature GI2a: Strensall Common Special Area of Conservation, GI3: Green Infrastructure Network, GI4: Trees and Hedgerows, GI5: Protection of Open Space and Playing Fields, GI6: New Open Space Provision and, GI7: Burial and memorial Grounds	Key Delivery Partners: CYC; developers; Natural England; Environment Agency; Historic England; Public Health England; Local Nature Partnership; Sport England; Parish Councils; Charitable Trusts; and community groups. Implementation: Green Infrastructure Strategy; Tree Strategy; planning applications; and developer contributions
Outdoor sport and recreation	9	GB1: Development in the Green Belt	Key Delivery Partners: CYC; developers; and landowners. Implementation: Planning applications.
Cemeteries	9	GB1: Development in the Green Belt	Key Delivery Partners: CYC; developers; and landowners. Implementation: Planning applications.
Minerals Extraction	10	GB1: Development in the Green Belt	Key Delivery Partners: CYC; developers; and landowners. Implementation: Planning applications.
Essential engineering	10	GB1: Development in the Green Belt	Key Delivery Partners: CYC; developers; and landowners. Implementation: Planning applications.
Local transport infrastructure	10	GB1: Development in the Green Belt	Key Delivery Partners: CYC; developers; and landowners. Implementation: Planning applications.
Renewable energy schemes	10	GB1: Development in the Green Belt	Key Delivery Partners: CYC; developers; and landowners. Implementation: Planning applications.

Infrastructure Type	Section of LP	Local Plan policies	Partners and Implementation Mechanisms
Renewable and low carbon technologies	11	CC1: Renewable and Low Carbon Energy Generation and Storage, CC2: Sustainable Design and Construction of New Development, CC3: District Heating and Combined Heat and Power Networks	Key Delivery Partners: CYC; developers; and renewable energy developers. Implementation: Sustainable Design and Construction Supplementary Planning Document; sustainability statements; sustainable energy statements; and planning applications
Waste management	13	WM1: Sustainable Waste Management	Key Delivery Partners: CYC, North Yorkshire County Council; Waste Service providers; and Environment Agency Implementation: Minerals and Waste Joint Plan; Sustainable Design and Construction Supplementary Planning Document; Inter-Authority Agreement with North Yorkshire Council; and planning applications
Minerals management	13	WM2: Sustainable Minerals Management	Key Delivery Partners: CYC; and North Yorkshire County Council Implementation: Minerals and Waste Joint Plan; Sustainable Design and Construction Supplementary Planning Document; and planning applications
Public realm and the highway - Safe and suitable access	14	T1: Sustainable Access	Key Delivery Partners: CYC; and developers Implementation: Planning applications, developer contributions, CYC capital programme Network Rail investment programmes, train operating company investment programmes, and public transport operator service changes (commercial and contracted services).
Public Transport	14	T2: Strategic Public Transport Improvements T3: York Railway Station and Associated Operational Facilities T6: Development at or Near Public Transport Corridors, Interchanges and Facilities	Key Delivery Partners: CYC; bus operators, Network Rail; train operating companies; Sustrans and developers Implementation: Planning Applications, Developer Contributions, CYC Capital Programme, Network Rail investment programmes, Train Operating Company investment programmes, Sustrans investment programmes and public transport operator service changes (commercial and contracted services).
Strategic Highway Network	14	T4: Strategic Highway Network Capacity Improvements	Key Delivery Partners: CYC, Highways England, Network Rail, and developers Implementation: Planning Applications, Developer Contributions, CYC Capital Programme, East Riding of Yorkshire Council Capital Programme Highways England programmes
Strategic Cycle and Pedestrian Network	14	T5: Strategic Cycle and Pedestrian Network Links and Improvements	Key Delivery Partners: CYC, East Riding of Yorkshire Council, Highways England, Leeds City Region Local Enterprise Partnership, York North Yorkshire and East riding Local Enterprise Partnership, Network Rail, train operating companies and developers Implementation: Planning Applications, Developer Contributions, CYC Capital Programme, Network Rail investment programmes, Leeds City Region Local Enterprise Partnership and York North Yorkshire and East riding Local Enterprise Partnership investment programmes, Train operating company franchise investment requirements and public transport operator service changes (commercial, contracted and franchised services).
Alternative Fuel	14	T9: Alternative Fuel Fuelling Stations and Freight Consolidation Centres	Key Delivery Partners: CYC; freight logistics companies; developers, city centre retailers and other businesses Implementation: Planning applications, Developer Contributions, CYC Capital Programme and freight logistics companies
Communications	14	C1: Communications Infrastructure	Key Delivery Partners: CYC; telecommunications providers and developers Implementation: Planning applications, Developer Contributions and telecommunications providers