



# Infrastructure



These policies set out the approach to ensuring the adequate delivery and provision of infrastructure. Also included is the Infrastructure Delivery Plan (IDP) which highlights key projects that are necessary to meet the level of planned housing and economic growth.



# Infrastructure

## Policy I1 - Providing and Delivering Infrastructure

This policy sets out the approach to ensuring the adequate delivery and provision of infrastructure. The preferred policy reads

### Policy I1 - Providing and Delivering Infrastructure

1. The Council will work with statutory consultees, utility companies and other agencies to ensure the delivery of adequate infrastructure to serve development and support the local economy. Where relevant, development proposals should refer to Policy I2 which sets out essential and key projects within the Infrastructure Delivery Plan (IDP).
2. Development should provide, or enable the provision of, the infrastructure made necessary by that development. In specific areas, further infrastructure requirements have been identified and are detailed in the Infrastructure Delivery Plan (Policy I2). Where infrastructure cannot be provided directly, developer contributions will be required to meet the reasonable costs of the provision of new infrastructure made necessary by the development. Contributions will be calculated and provided through s106 agreements. The formula for calculating contributions is set out below

#### FORMULAS TO BE CONFIRMED

3. Any adverse impacts arising from new infrastructure should be minimised. Decisions on the provision of infrastructure should be taken on the basis of environmental sustainability as well as cost and public benefit.
4. All infrastructure improvements and investments should be delivered by development, or through developer contributions, in a timely manner and to the required adoptable standards as specified by the relevant responsible organisation or authority.

### Justification

The Local Plan seeks to deliver the infrastructure necessary to support Richmondshire District Council's overall strategy. The adequate provision of good, working infrastructure is crucial to the well-being of any society. Infrastructure includes roads, railways, footpaths and cyclepaths, pipes and cables below ground providing water, gas and telecommunications and health care and educational facilities. A fully operational, well-planned and well-maintained infrastructure network has to be at the heart of good planning. The Council will work with the relevant bodies to identify key infrastructure projects and ensure the adequate delivery of essential infrastructure.

Opportunities for sustainable modes of transport should be explored and, where possible, exploited to help increase the viability and vitality of both proposed and existing development. New development should deliver adequate infrastructure and services to support itself and so it is reasonable to expect that, where there is a need generated for new physical or social infrastructure, developers should provide or at least contribute towards this so as not to place undue strain on any existing infrastructure.



Any additional or necessary infrastructure must be phased to take into account the timing of development and must be funded in advance of its delivery, be fit for purpose (to adoptable standards for the responsible body), appropriately located and designed and be able to cater for not only the provision of existing and proposed development but also a level of future development beyond the plan period.

The formula(s) for calculating infrastructure contributions are still under consideration and will be made publicly available to view as part of the Pre-Submission consultation stage of the Local Plan Review.

This policy closely relates to the Sustainable Development policies, in particular SD3 (Access) and SD5 (Telecommunications). Furthermore, this policy also closely aligns with policy NE3 with regards to green infrastructure. Policy I2 (Infrastructure Delivery Plan) specifically refers to identified infrastructure projects and requirements and so also should be looked at in conjunction with this policy.

## What you have told us?

### National Planning Policy Framework

Paragraph 20 states that strategic policies 'should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for... infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat)... community facilities (such as health, education and cultural infrastructure)'.

Paragraph 34 outlines that plans should set out the contributions expected from development, including 'setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the plan'.

With specific reference to economic policies, the NPPF states that planning policies should 'seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment' (paragraph 81c).

In relation to infrastructure for sustainable transport, Paragraph 102 states that 'Transport issues should be considered from the earliest stages of plan-making and development proposals, so that... b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised - for example in relation to the scale, location or density of development that can be accommodated d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account - including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains'.

Paragraph 104 states that planning policies should 'c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development d) provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans)'.

Finally, Paragraph 122 states that planning policies and decisions should support development which makes efficient use of land, taking into account 'c) the availability and capacity of infrastructure and services - both existing and proposed - as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use.'



## Issues and Options Consultation

Feedback from the Issues and Options consultation indicated that infrastructure and services would need to be improved in order to accommodate the planned future growth and development. Digital communications infrastructure was also highlighted as a key issue.

## Evidence Base

### Whole Plan Viability Assessment (WPVA, 2020)

The WPVA has examined the feasibility (viability) of delivering contributions expected from development to secure the infrastructure required and made recommendations on the method through which contributions would be collected. This document forms part of the evidence base of the plan review and is available online to view.

## Alternatives Considered

### No policy for the Provision and Delivery of Infrastructure

An alternative option to the preferred policy would be to have no policy on providing and delivering infrastructure. This is not considered an appropriate option as the preferred policy seeks to ensure the adequate delivery and provision of infrastructure. Without this policy a locally tailored approach to infrastructure delivery would not be possible, with national policy only setting out broad principles in relation to the provision of infrastructure. Therefore it is felt necessary and essential that the robust preferred I1 policy is included. For these reasons, this option of no policy has been discounted.

### A policy which sets out a specific approach to the provision of each type of infrastructure

An alternative to the preferred policy is to have a more specific approach to provision, setting out in more detail the ways in which adequate infrastructure will be provided and delivered. This option, like the preferred policy, would help in providing a locally tailored approach to infrastructure delivery unlike having no policy. However it is felt that having a specific approach to the provision of each type of infrastructure is limiting and doesn't factor in any flexibility to adapt to external influencing factors. Having a level of flexibility within the policy is important so there is opportunity to review proposals for development on a case by case basis. For example, the provision of infrastructure required on a site at one time may increase or decrease. Changes to the proposed site use and size would potentially affect the level of infrastructure required as would changes to legislation which may identify the need for more/less/new infrastructure.

It is therefore considered that the preferred I1 policy is the most effective and reasonable approach in ensuring a locally tailored approach to infrastructure which is both robust and flexible in terms of adapting to any changes in influencing external factors. For these reasons, this option has been discounted.



## QUESTIONS

**Do you agree to preferred policy I1 - Providing and Delivering Infrastructure?**

**If not, do you agree with the general approach to policy I1 but have any suggested changes?**

**Please provide any further comments.**



## Policy I2 - Infrastructure Delivery Plan

This policy sets out the Infrastructure Delivery Plan, which lists infrastructure considered necessary to meet the level of planned housing and economic growth.

The preferred policy reads

### Policy I2 - Infrastructure Delivery Plan

- The Council have worked with stakeholders and delivery agencies to identify necessary infrastructure requirements for specific areas of growth in Richmondshire. The Council, developers and delivery agencies should work collaboratively to ensure the delivery of the following schemes concurrent with new development

Scheme	Purpose	Cost	Delivery Agencies	Funding Sources	Timescale	Comments
<b>Central Richmondshire</b>						
Colburn WWTW	Improvements to the WWTW to increase capacity for future development	TBC	Yorkshire Water	Yorkshire Water	TBC	
A6136	Improve road to accommodate new development	TBC	RDC and NYCC	Local Growth Fund and Developer Contributions	TBC	Junction improvements to increase capacity and flow
School expansion	Increase school rolls	TBC	NYCC	Central Government and Developer Contributions	Dependant on development	Further school accommodation to create more places to cater for new development
<b>Catterick Garrison</b>						
Town Centre	Improvements to the Town Centre (Shute Road)	TBC	TBC	TBC and Developer Contributions	TBC	To improve the identity of place, facilities and economic conditions
Town Centre Water Mains	Water main improvements	TBC	Yorkshire Water	Yorkshire Water	TBC	
Schools	New primary school and expansion of secondary school capacities	TBC	NYCC	Central Government and Developer Contributions	Dependant on development	Further school accommodation to create more places to cater for new development
Heat and Power	Provision of renewable power/heating infrastructure for new development	TBC	Developers and Energy Service companies	Developer Contributions	TBC	

Lower Wensleydale						
Schools	Expansion of Leyburn CE Primary School	TBC			Dependant on development	Further school accommodation to create more places to cater for new development
Heat and Power	Provision of renewable power/ heating infrastructure for new development	TBC	Developers and Energy Service companies	Developer Contributions	TBC	
North Richmondshire						
A1(M)	Improvements to the A1(M)/A66 junction and feeder roads	TBC	Highways England		TBC	
Schools	Expansion of primary and secondary school capacities	TBC	NYCC	Central Government and Developer Contributions	TBC	Further school accommodation to create more places to cater for new development

**THIS TABLE IS SUBJECT TO CHANGE FOLLOWING FURTHER CONSULTATION WITH STAKEHOLDERS AND DELIVERY AGENCIES**

## Justification

Infrastructure provision and delivery are key issues in the Local Plan to ensure that the amount, type and distribution of development envisaged in the Plan Area is supported by necessary physical, social and green infrastructure.

The Infrastructure Delivery Plan is an important part of the Local Plan and its main tasks are to

- Identify existing and future infrastructure capacities
- Identify the relevant infrastructure and the public and private bodies responsible for its provision
- Highlight current or future investment or improvement programmes and sources of funding
- Identify any existing or potential constraints (including gaps in funding) and ‘showstoppers’, including and potential solutions and their estimated costs
- Provide a delivery plan clearly showing who is responsible for delivery, when and at what cost

Infrastructure within the Plan Area is also influenced and affected by the policies, plans and strategies of other organisations and agencies, many of which have their own infrastructure-related priorities and budgets. For instance, North Yorkshire County Council (NYCC) is responsible for the local road network, and the Highways Agency for the strategic road network in the Plan Area. This policy will need to take into account the strategies, policies and budget constraints of these other organisations. Effective partnerships will also be needed with stakeholders to ensure that delivery is supported by where they have an impact upon the Plan Area.



The table as set out in preferred policy I2 will be subject to further changes following this Preferred Options consultation. The preferred policy has been prepared with schemes known to be required to support the planned forthcoming development. It also includes schemes outlined in the current Local Plan Core Strategy which have not yet been delivered. During this consultation stakeholders and delivery agencies will have the opportunity to identify further infrastructure challenges where improvements are required, or potential schemes needed to provide for future development. Consultation and discussion with delivery agencies during this period should also help to populate the policy table with expected timescales and costs.

### **Delivery Risks**

The two greatest risks facing the delivery of the Infrastructure Delivery Plan are ensuring that development proposals are fully coordinated with the major infrastructure providers and that charging mechanisms are sufficiently robust to deliver the necessary resources. Much of the infrastructure is also dependent on the expected housing, defence or economic development coming forward.

### **Monitoring and Review**

The content of the Infrastructure Delivery Plan will be monitored annually and reviewed periodically to ensure that it remains on track and identifies any action needed.

## **What you have told us?**

### **National Planning Policy Framework**

Paragraph 16c of the NPPF states that plans should 'be shaped by early, proportionate and effective engagement between planmakers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees'.

Paragraph 20 states that 'strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for

- a) housing (including affordable housing), employment, retail, leisure and other commercial development
- b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat)
- c) community facilities (such as health, education and cultural infrastructure), and
- d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.'

Paragraph 26 states that 'effective and on-going joint working between strategic policy-making authorities and relevant bodies is integral to the production of a positively prepared and justified strategy. In particular, joint working should help to determine where additional infrastructure is necessary, and whether development needs that cannot be met wholly within a particular plan area could be met elsewhere.'



Furthermore, paragraph 34 states that 'plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the plan.'

## Issues and Options Consultation

Feedback from the Issues and Options consultation indicated that infrastructure and services would need to be improved in order to accommodate the planned future growth and development. Digital communications infrastructure was also highlighted as a key issue.

## Alternatives Considered

### No Infrastructure Delivery Plan policy

An alternative option would be to have no policy setting out the Infrastructure Delivery Plan. This is not considered an appropriate option as the determination of additional necessary infrastructure is a requirement of national policy. It is the intention that, through this consultation, the Council will work with stakeholders and delivery agencies to finalise the schemes that are necessary to enable the anticipated growth and development set out in the Local Plan. It is therefore considered that the preferred I2 policy is the most reasonable and effective policy option in ensuring specific local infrastructure requirements are met. For these reasons, this option of no policy has been discounted.



### QUESTIONS

**Do you agree to preferred policy I2 - Infrastructure Delivery Plan?  
If not, do you agree with the general approach to policy I2 but  
have any suggested changes?**

**Do you agree with the schemes identified for infrastructure  
delivery?**

**If not, do you agree with the general approach but have any  
suggested changes?**

**Please provide any further comments.**