



Draft Infrastructure Delivery Plan

August 2022

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1. Introduction

- 1.1 Infrastructure is defined as the services, facilities and installations which are required to sustain our communities and includes transport, utilities, telecommunications, schools, community facilities, health care facilities, waste, and greenspaces. This infrastructure underpins development growth, and the Local Authority recognises its role in planning positively to meet future needs and the importance of ensuring that new infrastructure is delivered in a timely manner, to support new development and minimise the pressure on existing services.
- 1.2 This draft Infrastructure Delivery Plan (IDP) has been prepared to support the development of the Selby District Local Plan and provides an overview of the position of different types of infrastructure in the District, including any known challenges, investments and plans, as well as the further scale and nature of infrastructure required to deliver the levels of allocated development within the Local Plan.
- 1.3 The IDP is a strategic level document, and it should be noted that while some existing deficiencies may be highlighted by the IDP, the document does not seek to address the comprehensive network of community infrastructure or to identify solutions to all existing infrastructure provision gaps. The primary function of the document is in identifying the future infrastructure requirements of development proposed in the Selby District Local Plan and ensuring such proposals are in place, or will be put in place, to deliver that infrastructure up to 2040.
- 1.4 There may however be circumstances where the most effective solutions for new development infrastructure are delivered through the upgrading or expansion of existing facilities, or where supporting growth brings wider infrastructure benefits to a community or area. The document also provides a tool for further discussion and engagement on infrastructure issues with collaborating partners and an opportunity to understanding funding options and responsibilities.
- 1.5 The document is based on extensive discussion and consultation with Council departments, developers, and service/infrastructure providers, as well as reviewing relevant forward programmes and management plans. Please note this IDP is a living/working document, which will continue to be modified through the plan period to ensure it remains up to date and responsive to changing circumstances, requirements, and new information.
- 1.6 This IDP brings together in one document the investment plans of many different organisations, in both the public and private sector, and is based on the position as of August 2022.
- 1.7 Further engagement will be sought with communities, infrastructure providers and developers through the Local Plan Publication Draft Consultation.

Document Structure

- 1.8 This IDP Sets the broad context of infrastructure policy and levels of growth for the District and goes on to outline the main parties for engagement and current local context for each of the 11 main infrastructure typologies identified. These include:

- Transport,
- Water
- Waste
- Energy,
- Education,
- Health,
- Emergency services,
- Digital infrastructure
- Sport recreation and leisure
- Natural Environment

1.9 Any existing planned infrastructure is discussed in each section as well as requirements for new infrastructure to support allocated development within the plan.

1.10 Appendix 1 sets out a detailed table showing the known infrastructure projects planned and proposed as a definitive infrastructure statement list to be reviewed and monitored as appropriate.

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2. Background and Context

National Planning Policy Framework

2.1 The National Planning Policy Framework (NPPF) was revised in 2018 and updated in 2019 and 2021. It places significant weight on the importance of infrastructure with references throughout the framework and across issues such as:

- Achieving sustainable development,
- Plan-making,
- Maintaining effective cooperation,
- Delivering a sufficient supply of homes
- Building a strong, competitive economy
- Promoting healthy and safe communities
- Promoting sustainable transport
- Supporting high quality communications
- Making effective use of land
- Meeting the challenge of climate change, flooding and coastal change
- Conserving and enhancing the natural environment
- Facilitating the sustainable use of minerals

2.2 In terms of preparing a Local Plan, the most significant elements of the NPPF in relation to infrastructure considerations are that:

2.3 Identifying and co-ordinating the provision of infrastructure is identified as one of the 3 overarching objectives of the planning system in achieving sustainable development (NPPF – Para 8) and such infrastructure should align to growth (NPPF para 11) and be shaped by engagement between plan makers, communities, local organisations, businesses, infrastructure providers, operators and statutory consultees (NPPF Para 16).

2.4 Strategic policies should make sufficient provision for infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk, the provision of minerals and energy, community facilities such as health and education) and enhancements to the natural environment including green infrastructure (NPPF para 20)

2.5 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 (NPPF para 34).

Planning Practice Guidance

2.6 The National Planning Practice Guidance (NPPG) provides supporting guidance for the practical application of policies in the NPPF. It sets out that details concerning planned infrastructure provision can be provided in a supporting document such as an infrastructure delivery programme, that should be updated regularly. However, the key infrastructure requirements on which delivery of the plan depends should be contained in the Local Plan itself.

2.7 The NPPG also advises that where delivery of key infrastructure is uncertain, alternative options and strategies should be outlined.

Building regulations

- 2.8 There are some aspects of infrastructure which are governed by other wider legislation including National Building Regulations. These aspects become statutory requirements placed on developers beyond the remit of the Local Plan. Recent updates to building regulations, such as the updates to Part S requiring electric car charging points to be installed as part of new development, have been reflected in the latest iterations of the plan and this IDP.

Local Plan Policies and Evidence Base

- 2.9 A Local Plan is an opportunity for the local planning authority to set out a positive vision for the area, but the plan should also be realistic about what can be achieved and when (including in relation to infrastructure). This means paying careful attention to providing an adequate supply of land, identifying what infrastructure is required and how it can be funded and brought on stream at the appropriate time; and ensuring that the requirements of the plan as a whole will not prejudice the viability of development.

- 2.10 The evidence base includes a number of documents which inform infrastructure delivery and provision as part of the plan development including

- HEDNA (2020) and Addendum (2022)
- SFRA Level 1 (2022) & Level 2 (2022)
- Stage 1 Highways Modelling Report (2021) and Stage 2 Traffic Flows Model (2022)
- Green Space Audit (2022)
- Parish Services Audit (2021)
- Settlement Hierarchy (2022)
- Indoor Sports Facilities Needs Assessment (2021) & Indoor Sports Facilities Strategy (2021)
- Playing Pitches Strategy Assessment Report (2021) & Playing Pitch Strategy Action Plan (2021)
- Whole Plan Viability Assessment and CIL Review (2021) and addendum (2022)

- 2.11 The most significant piece of evidence for infrastructure is this IDP, which also forms part of the evidence base underpinning the Local Plan and will be submitted for Examination alongside it. It has been developed alongside the policies in the plan and considers the specific infrastructure requirements of sites allocated for development in addition to the strategic requirements of the plan overall.

- 2.12 The IDP provides the evidence which will enable the Council to secure the delivery of, or funding towards, the infrastructure that is likely to be required. Infrastructure can be delivered directly by infrastructure providers or as part of partnership working. Developers can provide support, land, financial contributions, or the infrastructure. The details of such developer provisions will usually be secured through Section 106 legal agreements or financial contributions in the form of Community Infrastructure Levy (CIL) payments or planning obligations.

Collaborative Partnership working

- 2.13 Preparation of the IDP has relied on the outcomes of partnership working including engagement with a wide range of organisations, representative bodies, agencies and County Council service departments responsible for regulating, commissioning or directly providing infrastructure in Selby District.

- 2.14 The Council is committed to communicating on a regular basis with stakeholders and infrastructure providers through formal consultation, meetings and correspondence. Stakeholders and infrastructure providers are kept informed of the progress of new policy documents and of proposals that may impact on their service, together with being involved in master planning exercises for sites where appropriate.
- 2.15 Information has been gathered on infrastructure needs in some cases from individual organisations' own plans and strategies, as well as through individual discussions, telephone conversations and emails with providers, partners and developers at various points, and formal stages of consultation throughout the various stages of Plan preparation. This work and engagement will continue to inform and update the IDP.

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3. Growth and Demographic context

- 3.1 Selby District is the most southerly district of North Yorkshire and neighbours York, Leeds, Doncaster, Harrogate, Wakefield and East Riding of Yorkshire Districts. With a population of 91,697 (ONS Mid 2020 population statistics) it is one of the fastest growing districts in the region. The District is part of the York and North Yorkshire Local Enterprise Partnership (LEP) and has experienced significant amounts of in-migration. This is in part thought to be driven by lower house prices in the District than in neighbouring areas of North Yorkshire, which means it is attractive for first-time buyers and young families, though house prices in the north are higher than elsewhere in the District.
- 3.2 The District is largely rural in nature, whilst also containing the vibrant market towns of Selby, Tadcaster and Sherburn in Elmet (which account for 1 third of the total population), as well as over 60 villages and numerous hamlets. Selby Urban Area is identified by the York and North Yorkshire Local Enterprise Partnership (LEP) as one of the growth towns on the A1/A19 corridor. The local economy has traditionally been dominated by agriculture, shipbuilding, coal mining, food manufacturing, brewing and the energy industries. The District now also has a concentration of manufacturing employment, with transport and storage also being a key sector, reflective of the District's locational advantages. However, the economy is changing with a new focus on the creative industries; emerging manufacturing sectors and sub-sectors; Agri and Horti-tech research and development; and the energy sector's transition to low carbon.
- 3.3 The District is generally prosperous, with low levels of deprivation and residents enjoy a high life expectancy in line with the national average. However, inequalities do exist across the District and there is one small part of Selby Urban Area which ranks in the lowest 10% of the most deprived areas in England.
- 3.4 There are some significant constraints to the distribution of development in Selby, most notably flooding, as much of the District is subject to tidal flooding from the River Humber. While it is important that new development is directed away from areas of the highest flood risk where possible, and that this and new infrastructure consider the increased risks and mitigation of climate change where appropriate, it may be necessary in some cases to locate development in areas of high flood risk in order to achieve regeneration in the most sustainable settlements in the District. Where this is the case, it must be proven that the development is made safe for its lifetime and does not exacerbate flooding elsewhere.
- 3.5 The Plan seeks to direct development to the most sustainable locations and settlements with a good range of services and accessibility. However, it is critical that the District's smaller villages, have an element of appropriately designed growth to help sustain important local services, such as village schools, shops and employment. There are also several former airfields, power stations and former mine sites, which are in close proximity to strategic transport routes, including the A1(M) and M62, and rail infrastructure which provide opportunities for further investment.

Figure 1: Local Plan Key Diagram



- 3.6 Other challenges within the District include the ageing population and how the established settlement pattern is challenging for viable regular and extensive public transport around the District. However, the District also offers significant opportunities. It is well located for trunk road and main rail networks and the positive attitude towards growth brings options for new infrastructure provision.
- 3.7 All the above have resulted in the distribution of development, as illustrated in figure 1; the Local Plan Key diagram.
- 3.8 The District's links to the energy generation sectors and industry in particular create opportunities to reduce greenhouse gas and carbon emissions, which are known to contribute to global warming and climate change, including episodes of extreme weather. The coal mining heritage of Selby District has ceased to produce new fossil fuels, and these old workings provide opportunities for geothermal and renewable energy technologies to be investigated. Drax is the only power station still operational within the District and solutions to realise reductions in carbon emissions from this facility will help achieve the aspirations for Zero Carbon Humber. There are further opportunities to generate more energy from renewable sources within the District both through the design of new development and larger-scale energy generation, providing that this is done with sensitivity to the surrounding landscape and environment. New development must also seek to be more resourceful with existing heat and energy by seeking to build to the highest standards for heat retention and heat recycling.
- 3.9 The extensive natural environment in the District also provides a reservoir to lock existing carbon out of the atmosphere and it is important to protect the existing trees, soils and habitats of the District while also developing new natural environments which can improve resilience and mitigation for climate change, through helping the environment and communities adapt, withstand, respond to, and recover from climate impacts while also offsetting the carbon emissions which cannot be eliminated.
- 3.10 While small scale applications are unlikely to warrant new infrastructure and there is limited ability to intervene based on infrastructure requirements where permitted development rights occur outside of mainstream planning control, housing is the development type that requires the most infrastructure, and the plan recognises the importance of ensuring that opportunities to identify what is necessary and ensure its delivery are recognised and sought through those granted consents.

4. Sustainable Transport

- 4.1 Ensuring movement and connectivity is a key element of sustainable growth. Well-connected places ensure better communities and stronger economies, and the right types of connectivity can bring better health and wellbeing and help to tackle climate change.
- 4.2 There are however complex challenges to ensuring sustainable connections for both freight and passengers. Major road and rail improvements generally take between 10 and 20 years to progress from just an idea to being built. Active travel such as walking, cycling and horse-riding can be popular leisure pursuits in the District, but the challenge is in ensuring these active forms of travel can be better integrated into everyday trips within safe well-connected networks. While the District has excellent rail and waterway linkages, not all parts of the District have realistic access to these existing facilities. Passenger bus and train services are often outside the Council's control. In more rural parts of the District, which are economically unviable for further commercial public transport services, communities can be left with limited sustainable connections. However, the continuation and provision of other services in such areas and settlements can be dependent on further growth and investment, necessitating the need for development in these locations despite the reliance on personal transport.
- 4.3 North Yorkshire County Council (or successor Highways Authority) prepares a Local Transport Plan which sets the County Council's transport strategies and plans for 30 years – up to 2045 (with a review every 5 years). This sets out the issues and types of actions to achieve objectives which include contributing to Economic Growth through reliable, efficient transport networks, Improving Road and transport safety, improving equality of opportunity by facilitating access to services, managing the adverse impact of transport on the environment and promoting healthier travel opportunities. The plan adopts a commitment to manage, maintain and improve transport networks and services and it is appropriate that development proposals should seek to support and connect to the programmes identified in the LTP and by Transport for the North.
- 4.4 Network Rail set out long term development plans to facilitate funding and investment in the rail network. The Government's Cycling and Walking Investment Strategy (CWIS), provides a strategic approach to identifying cycling and walking improvements required at the local level. The focus of the Local Cycling Walking Infrastructure Plans process is to create a cohesive network for walking and cycling that will encourage those who do not currently walk or cycle for everyday purposes to do so, generally aligning with travel for commuting and utility purposes over shorter distances.
- 4.5 One of the main goals of the Government in respect of transport is to reduce carbon emissions to help tackle climate change. The Road to Zero Strategy (July 2018), and The Business, Energy and Industrial Strategy Committees report, Electric Vehicles: Driving the Transition, sets out measures to clean up road transport and to put the UK at the forefront of the design and manufacturing of zero emission vehicles and set the original target that all new cars and vans should be effectively zero emissions by 2040.
- 4.6 In response to the Interim Committee on Climate Changes advice on what is necessary for the UK to end its contribution to climate change by 2050, the Government released a 10-point plan for a Green Industrial Revolution in 2020 which confirmed that the Government would transform national infrastructure to better support electric vehicles. The headline commitment is to end the

sale of new petrol and diesel cars and vans by 2030, ten years earlier than originally planned, with the sale of hybrid cars coming to an end in 2035 as long as they can drive a significant distance with no carbon coming out of the tailpipe. The measures also include significant financial investment, including: £1.3 billion to accelerate the rollout of charge points for electric vehicles in homes, streets and on motorways across England, so people can more easily and conveniently charge their cars.

- 4.7 The Department for Transport (DfT) has since published the Transport Decarbonisation Plan (2021) which aims to increase cycling and walking, reduce emissions for buses and coaches, decarbonise our railways and motor vehicles and accelerate goals to decarbonise the maritime and aviation industries. Transport for the North (TfN) has set out a number of ambitions and pathways for achieving this and has identified a decarbonisation goal in their Transport Decarbonisation Strategy (2021) that surface transport emissions in the region should be close to zero by 2045. Both Strategies identify that the shifting of freight movements from road to rail or water has the potential to deliver large emissions reductions, even without the electrification of the freight lines and ships themselves.
- 4.8 While Transport for the North's Freight and Logistics Strategy is being developed to focus on how a modal shift in freight could be maximised within the region, a shift towards increased use of rail or water transport in the District would most likely arise through bringing into use existing infrastructure which is currently inactive, as this is likely to require less investment. Therefore, such sites which exist either in current use for such activity or are understood to have been used previously for the transport of other bulk products and have not yet been subject to redevelopment for other uses, should be safeguarded so long as this does not harm the wider economy of the area or other objectives within the Plan.
- 4.9 New developments are by far the main contributor to traffic growth, it is therefore essential that planned development is well integrated with transport planning. The Local Plan cannot force people to live their lives differently, but it can provide opportunities and incentives for change in how it considers and plans for infrastructure.
- 4.10 Significant sections of transport infrastructure contributions are provided by the private sector. These are usually associated with new housing and other land developments. Whilst these are mainly to enable the new development to be built or mitigate for traffic and transport problems caused by the new development, they often also have a beneficial site effect for the existing highway network.

Highways

- 4.11 Highways include the network of roads, pavements and cycleways and are usually at least a part of every journey made. They are essential for cars, lorries, buses, cyclist, and pedestrians and even rail air or sea journeys usually begin or finish on the highway network.
- 4.12 There are many issues associated with the highway network including maintenance and upkeep, congestion, safety, air quality and carbon emissions contributing to climate change.

- 4.13 Maintenance and improvement of the Strategic Road Network is carried out by National Highways which comprises the A1(M), the M62 and the A64. Planning for strategic improvements to this network is through the preparation of Route Strategies, while the Government's Road Investment Strategy (RIS), prepared five-yearly, sets out the programme of improvements for delivery within the following period.
- 4.14 Adopted roads, footways and paths in Selby District which are not part of the strategic road network of motorways and trunk roads are operated and maintained by North Yorkshire County Council as the Highways Authority (this will become the responsibility of the new North Yorkshire Council in April 2023). They are responsible for the management, maintenance, and improvement of this network. The main Local Highway Network traffic routes in the District include the A162, A1041/A645/A614 and A19 between Selby and York and the M62; A63 Selby bypass and onwards to Goole; A163 to Market Weighton, and the B1222 (between Escrick and the A63 Old Great North Road to the west of Sherburn in Elmet). Within Selby Town there are also swing bridges on Barlby Road over the River Ouse, and on Denison Road over the Selby Canal. These are the responsibility of the Canal and River Trust.
- 4.15 The fourth Local Transport Plan (LTP4) approved by NYCC in February 2016, covers a 30-year period from April 2016 onwards. The Plan sets out the identified issues, and what types of actions can be taken to achieve objectives. It also includes information as to how transport networks and services will be managed, maintained and improved and includes measures to monitor achievement efficiency and improve performance.
- 4.16 To fund maintenance of existing roads and address the gap in what finances are available and what is needed, NYCC have made successful bids to cover such costs, including an additional £24m from the Government's growth fund for 2015-31 to arrest the deterioration in roads across the County, and is committed to seeking further additional funds for this purpose.
- 4.17 In addition to LTP4, NYCC has produced a Strategic Transport Prospectus for North Yorkshire, which outlines the medium- and long-term aspirations linked to the vision for The Northern Powerhouse. This outlines several aspirations within Selby District such as improving east-west connectivity.

Future Development

- 4.18 The Local Plan has sought to minimise impacts on the network by allocating sites in line with the spatial strategy and settlement hierarchy. It does this by placing development close to existing settlements of the appropriate size or with the appropriate number of facilities, which enables the development to become more sustainable. The building of a new settlement can be designed in an inherently sustainable way, to minimise essential car journeys and internalise trips. To this end, development in the smallest settlements with the least facilities has also been limited by the Local Plan policies.
- 4.19 The Council and NYCC have jointly procured further strategic transport Modelling to understand the potential impacts of the Local Plan development allocations on the highway network, both with and without measures to mitigate it. This work has included an update to the Strategic Highway Model and further Transport Flow Forecasts. Both stages of the highway modelling completed to date are available as part of the Local Plan supporting evidence base for consultation.

- 4.20 The locations on the network predicted as most likely to operate in congested conditions by 2040 were identified in stage 1 of the study as:
- A64 and A162 around Tadcaster,
 - B1222, A612 around Sherburn in Elmet,
 - A63, A612 around Monk Fryston,
 - A1264, A162 around Fairburn, Brotherton,
 - A612, A645 Hilltop road (Weeland Road) around Ferrybridge and Knottingley
 - A63 Hull Road around,
 - A19 around Eggborough, A19 leading to Eggborough,
 - A164 Rawcliffe Road leading to M62 and
 - A19 along Escrick.

4.21 Without further interventions being made, highway travel distance, travel time and queues are forecast to increase as would be expected given the increased travel demand. Due to the increased demand and increased congestion, average speed is also forecast to decrease through the modelled years. The increased congestion, due to the reduction in highway capacity and route choice, would also result in a number of roads and junctions being considered to experience a volume of traffic over and above their current identified capacity.

4.22 It is important that new development addresses, and mitigates for, its impact on the highway network. Highway requirements detailed within the site policy requirements of the Publication Draft Local Plan are set out in Appendix 1. The identification of schemes is to flag that there are a number for highway improvements required in the network and further work has been commissioned to investigate highway infrastructure delivery in more detail. Issues such as scheme design, possible land acquisition and location of statutory undertakers' apparatus will all need to be considered in final cost estimates.

4.23 The Local Plan policy IC6 also sets a framework for developers to increase connectivity and seek opportunities for removing non-essential traffic off the highway network, shifting to more sustainable modes and physical measures where possible, in order to address movement and capacity issues.

Low Carbon Vehicle infrastructure

4.24 Road transport is responsible for the majority of domestic greenhouse gas emissions in the UK. As it is accepted that the rural nature of the District necessitates some road travel for both personal journeys and the delivery of goods, it is important to explore ways to reduce the impact these might have on the environment and climate and ultra-low emission vehicles are a key way of tackling this.

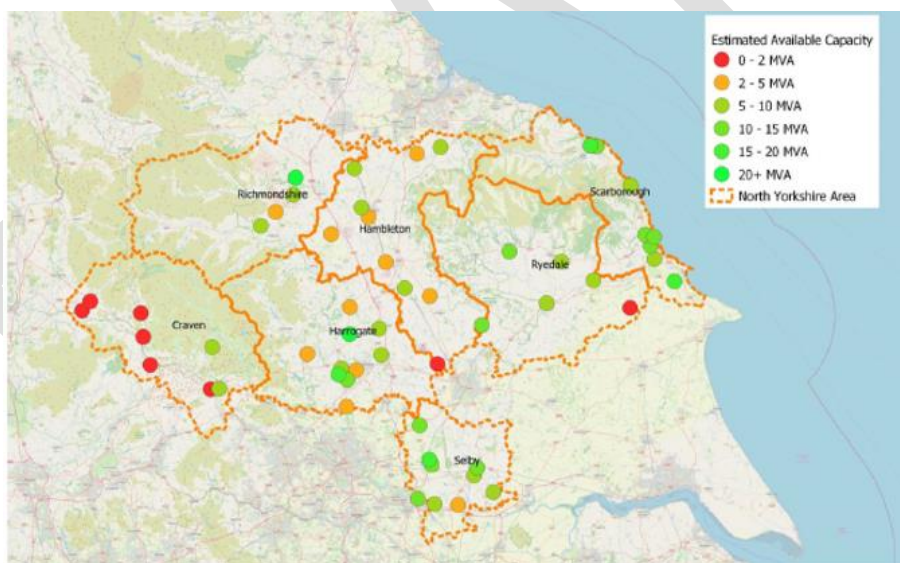
4.25 The challenge with this is to ensure the appropriate infrastructure is in place to facilitate such change, to ensure ease of access to infrastructure to enable take up, to ensure public safety and to protect sensitive buildings and landscapes.

Electric Vehicles

- 4.26 Transitioning from a fossil fuel car to electric equals a saving of 2.4 metric tons per vehicle, per year. The popularity of electric cars has increased over recent years, and this is expected to continue with the phasing out of motorised engines. The latest amendments to Building Regulations Part S ensures that all new developments install new electric vehicle charging infrastructure as standard. This includes residential, commercial, and business development.
- 4.27 Existing premises can also install new electric vehicle charging infrastructure without seeking planning permission, so long as the proposals are in accordance with Schedule 2, Part 2, Class D & E of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), and the area is already lawfully used for off-street parking.
- 4.28 For people travelling long distances, or existing residents who live in Listed buildings or do not have dedicated off street parking, there is a reliance on commercial and communal electric vehicle charging facilities.
- 4.29 More businesses are expected to offer charging facilities to their employees and customers as building regulations take effect. A number of commercial enterprises such as supermarkets already offer the convenience of car charging while shopping, which is expected to expand. Further commercial charge point deployments are typically focused on destinations and intermediate sites (i.e. service stations, petrol stations, roadside cafes). The Local Plan supports the diversification of existing petrol stations into this type of use so long as there are no other detrimental impacts created. For new service stations however, policy requires that a genuine need for development of further facilities is evidenced.
- 4.30 There are also opportunities for further metered on-street charging infrastructure, which is supported by the Local Plan where there is the electrical network capacity to do so; public safety within the highway or footway is not compromised; and the balance of impacts to heritage and character have been considered. However, so far delivery of this on a commercial basis has proved challenging, and these types of facilities are generally grant funding led, with part commercial finance. Electric vehicle charging points within car parks have proved more successful and there are already a number available in public car parks within the District which is expected to expand further.
- 4.31 North Yorkshire County Council are currently developing an Electric Vehicle Charge Point (EVCP) Rollout Strategy which will inform the required numbers of chargers between now and 2030, priority locations for delivery, barriers to delivery and how to overcome them, this is expected to be adopted by the Council in autumn 2022 working proactively to ensure the installation of new rapid chargers at various points across the county.
- 4.32 Following the adoption of the rollout strategy, a budget will be recommended to North Yorkshire Council Executive to begin delivery of EVCPs across all Districts. The devolution deal aiming for mayoral election in May 2024 has also asked for funding specifically for the next five years to deliver a programme for the roll-out of public EV charging across North Yorkshire. A backup plan is being developed in case of unsuccessful devolution negotiations.

Electricity Supply/ Grid connection

- 4.33 Through consultation, concerns have been raised as to the ability of national energy companies to be able to deliver improvements to the national grid and meet the increase in demand for electricity for electric vehicle charging.
- 4.34 Electric vehicle chargers are available in a range of different capacities covering slow chargers of 3-5kW, fast chargers 7-22kW, rapid chargers 25-99kW and an ultra-rapid charger of 100kW+. Different vehicles, situations and uses are likely to use different categories of charger. Residential homes for example are likely to only require a slow charger. However, a unit supplied on a commercial basis is more likely to require a fast or rapid charger, and those units replacing petrol filling stations are more likely to see ultra-rapid charging efficiency.
- 4.35 Each of these categories of chargers come with different installations costs and make different demand on the electricity network. Northern PowerGrid are part of a group working with the Department for Business, Energy, and Industrial Strategy (BEIS) and the motoring industry to deliver infrastructure that allows electric vehicles to charge directly from the grid.
- 4.36 North Yorkshire County Council have done further work with Northern PowerGrid to understand spare electrical capacity at existing primary substations within the region and this indicates that there is sufficient capacity within the Selby District for further demands to be met.



Estimated Available Capacity (MVA)	Implications on capacity
0-2 MVA	Highly utilised, limited spare capacity
2-5 MVA	Fairly utilised, adequate spare capacity
5-10 / 10-15 / 15-20 / 20+ MVA	Significant spare capacity

- 4.37 NYCC also recognise that the reliance on public car parks, businesses and commercial enterprise means it is much more likely that urban centres will be much better catered for than rural areas.

- 4.38 In addition, grid connection costs tend to be higher in rural areas and these costs mean the private sector is typically less interested in delivering rural EVCPs. As such, North Yorkshire County Council are testing innovation in delivery in deeply rural settings, including renewable energy and community ownership models and to this end have submitted a bid for funding to the Local Electric Vehicle Infrastructure (LEVI) pilot.
- 4.39 Within Selby District this involves exploring opportunities at Cawood and Fairburn on Council and community owned land. The schemes seek to use renewable energy generation, linked to battery storage, that are aesthetically sympathetic to the landscape and minimise the impact on the grid. The potential to use excess energy to power local assets at a lower cost is also being investigated.
- 4.40 The renewable energy sources in these locations would reduce the need for costly grid upgrades, by supplying power locally through a predictable, renewable and continuous supply of energy. If the bid and trial sites are successful it will also give an indication of the feasibility of this type of scheme in the longer term.

Other Low Carbon Alternatives

- 4.41 For commercial and business development, low-carbon solutions to the transport of goods can also be achieved through the use of the extensive rail, river and canal network. The use of alternative fuels in vehicle fleets and the infrastructure to support this will be supported where possible.

Buses

- 4.42 The use of shared public transport to convey people on mass to a destination, reduces the number of individual car-based journeys necessary, thereby tackling congestion and carbon emissions. A regular bus service is an important part of maintaining sustainable settlements, enabling those without private transport to have independence and access to jobs and services outside of their immediate locality.
- 4.43 In theory buses can access any area that has roads. However, while there is a comprehensive network of bus routes and stops provided by a range of operators, opportunities for using public transport inevitably varies across the District.
- 4.44 North Yorkshire County Council is responsible under Section 63(1) of the Transport Act 1985 for the provision of bus services and facilities, except for services operating on a commercial basis.
- 4.45 The majority of bus services in the District are operated commercially (that is, without financial support from public funds). Such services are delivered primarily by Arriva Yorkshire, while Yorkshire Coastliner operates long-distance services which connect Tadcaster to Leeds, York and the East Coast with a number of other companies operate local services.
- 4.46 North Yorkshire County Council is responsible for the bus stations in Selby and Tadcaster, the provision of most of the relevant infrastructure to support public transport services, including stops/shelters and on-street measures such as bus gates, as well as the subsidising of less profitable services to meet needs.

- 4.47 Based on consultation, Local Transport Plan 4 2016 (LTP4), prioritises meeting the day-to-day transport needs of local communities. This means that when and where budget pressures require a reduction in the level of support for bus services, the core daytime routes which allow access to essential services are prioritised over lower priority evening and weekend provision, which are the first to be reduced or withdrawn
- 4.48 Bus companies operate services either where they are economically viable or where supported by additional funds. Companies are generally willing to add new services or increase frequencies where profitable to the business. The location of new development can therefore influence the future of bus services across the District.

Future Development

- 4.49 All new developments should consider the nearest point of access to bus services, provision of new bus stops and improvements to existing bus stops to include raised bus kerbs and dropped crossings as a minimum, and shelters where appropriate. At key points the provision of electronic timetable displays should be considered, and at larger developments provision of sustainable travel packs including cycle vouchers, bus passes, and associated information on bus, cycling and walking routes. While these physical improvements are preferred, revenue funding for enhanced services and incentive schemes for new occupiers can be considered.
- 4.50 Bus routes can be diverted to serve new developments. However, it is unlikely a that service can be subsidised through developer contributions, through the initial phases of development, until a site is advanced enough to sustain a commercial service. This is based on a 30-minute frequency service between 0700-1900. The costs to divert an existing bus service through a new site would typically be less than this, though they would need to be calculated and risk assessed individually.

Rail

- 4.51 The District contains extensive rail infrastructure for both passengers and freight. While the trains are still predominantly diesel powered, the potential for mass transit of goods and people offers opportunities to reduce congestion on the road network and limit carbon emissions by comparison.

Railway Lines/Route efficiency

- 4.52 Network Rail provide and maintain railway line infrastructure and are working closely with Transport for the North on the Northern Powerhouse Rail (NPR) programme to deliver new opportunities and drive economic growth through new and significantly upgraded railway lines, to increase the capacity, speed and resilience of the North's rail network.
- 4.53 They are also working with the industry to recommend and inform decisions required to remove diesel trains from the network in line with the wider government decarbonisation agenda. This includes the Trans Pennine Route Upgrade which will eventually deliver a cleaner, greener, fully electrified railway between York, Leeds, Huddersfield, and Manchester. When fully completed the full 76-mile route is estimated to save 87,000 tonnes of Carbon emissions each year (equivalent to 5.9 million car journeys) and will result in better air quality and quieter trains for those living nearby.

- 4.54 Work began on electrifying the section of line between York and Church Fenton (and running through Ulleskelf) in 2019. To date this already covers 17km of new more reliable track ready for faster trains, a 65-meter wide under track crossing and 270 new steel masts for supporting overhead electric wires. The equipment has been built in Sherburn in Elmet and transported to the site by train to further reduce carbon emissions. The first 10 miles up to Colton Junction should be complete by the end of 2022.

Level Crossings

- 4.55 In the interests of safety, Network Rail also has an ongoing policy of reviewing its level crossings as they represent the single biggest risk to the operation of today's network. Through the Local Plan process the operator is seeking opportunities to close crossings either through contributions to direct funding, or where an adjacent development provides the opportunity.

Freight

- 4.56 A large amount of freight passes on the rail lines through Selby, with links to both Liverpool and Hull. There is also a history of importation of aggregates into rail linked sites in the District. The Sherburn Rail Freight Terminal is one of three facilities in the north of England which meet the criteria for a strategic rail freight interchange and there are a number of other known facilities in the area, mostly linked to the former coal mining or more modern electricity generation industries. These include the rail links at the former Gascoigne wood mine site, the brownfield redevelopment site at Olympia Park and the de-commissioned Eggborough power station.

Future Development

- 4.57 The North Yorkshire, York and North York Moors Minerals and Waste Joint Plan Policy S04 and Local Plan policy ID6 seek to safeguard existing rail heads and sidings for future rail freight use. These comprise:

Site name	Type of Infrastructure
Drax Power Station	Railway Sidings
Eggborough Power Station	Railway Sidings
Gascoigne Wood	Railway Sidings
Great Heck	Railhead
Kellingley Colliery	Railhead
Olympia Park	Railhead
Potter Group, Selby Depot	Railhead
Milford	Railway Sidings

- 4.58 All of the new employment allocations within the Local Plan are focused around unused railheads/railway sidings to maximise their inherent opportunities. As the opportunities are for commercial benefit, the reintroduction of this infrastructure is expected to be funded by the site developers.

Rail Stations

- 4.59 There are seven rail stations within the Selby District. Selby Station is operated as part of the Transpennine Express franchise by First and the remaining stations at Sherburn in Elmet, South Milford, Ulleskelf, Church Fenton, Hensall and Whitley Bridge are operated as part of the Northern franchise by Arriva Trains Northern.

Future Development

- 4.60 Where existing rail stations and services are no longer fit for purpose or in need of renewal to function effectively there is funding available from network rail, rail operators and government funding bids. South Milford station has recently been improved with a new platform extension, parking and taxi booking facilities, ticket machines and LED lighting. Working in partnership with the West Yorkshire Combined Authority and Leeds City Region the Council has been allocated funding through the Transforming Cities Fund to help connect Selby Station with the town centre and bus station and to enhance its public realm and walking and cycling access.
- 4.61 It is important that new development enhances linkages to stations and the attractiveness of using rail travel in order to encourage modal shift. This can be improvements to car parking provision, cycle parking provision and route linkages, platform facilities, or disabled access.

Waterways

- 4.62 The District contains various interconnected waterways which offer the opportunity for the transportation of people or goods. There is currently wide use of the waterways for leisure, and the transport of Coal via barge was previously carried out in the Selby District. It is anticipated that further raw materials or building supplies could effectively be transported in this way.
- 4.63 However, this type of transport comes with several challenges. Due to the proximity to the Humber estuary, some rivers in the District are tidal in nature and can also be impacted by rising sea levels. Extreme weather events can also lead to flooding and drought, making transportation on these routes more difficult or even impossible at times.
- 4.64 To be able to effectively transport goods or people, safe operational infrastructure needs to be in place such as Wharves and other ancillary structures or routes. While there are wharves still to be found along Selby's waterways, the majority of these require further extensive repair before they can be considered operational. It is important that any work carried out, and any future use of the waterways, considers potential impacts on the natural environment and conforms with the Water Framework Directive and River Basin Management Plans. Some of the District's rivers such as the River Derwent fall within internationally designated sites of importance to nature conservation.
- 4.65 The Canal and Rivers Trust (C&RT) owns and maintains the Selby Canal and parts of the Aire and Calder Navigation as well as being the navigation authority for the River Aire and River Ouse. These routes currently serve predominantly leisure traffic, and C&RT support the creation of new or improved opportunities for leisure uses.
- 4.66 The River Ouse and the Aire and Calder Navigation are identified as the routes with the most potential to support freight use as they link to the Humber ports and have the potential to transport goods and aggregates.

Future Development

- 4.67 The North Yorkshire, York and North York Moors Minerals and waste joint plan Policy S04 and Local Plan policy ID6 seek to safeguard existing wharves for future use if required. The safeguarded sites include:

Site name	Type of Infrastructure
Kellingley Colliery	Wharves
Potter Group	Wharf
BOCM, Olympia Mill, Selby	Wharf
Dalkia Waste Site, Pollington	Wharf
Heck Lane, Great Heck	Wharf
River Ouse, Nr Drax power Station	Wharf
Viking Shipping Wharf Near Selby	Wharf
Westfields Foods Nr Selby	Wharf

- 4.68 The use of the waterways as nature conservation corridors is also an essential part of their function and consideration of how they can contribute to active travel networks should also always be considered (See Below).

Active Travel

- 4.69 Active travel when compared with other forms of motorised transport offers opportunities to tackle both physical and emotional wellbeing, present more affordable lifestyles, reduce road congestion, carbon, and nitrogen emissions, and make air quality improvements. However, there are several factors which affect the choice of this journey method, including distance to travel, accessibility, steepness, safety and security along the route, exposure to prevailing weather conditions, and burdens to carry.
- 4.70 Selby District has an existing extensive Public Rights of Way (PROW) network, cycle paths and less formal paths. This includes some long-distance routes like the Trans-Pennine Trail, which runs entirely on gentle gradient, surfaced paths, across the District. Ultimately this route connects the east and west coasts of England, and locally it connects to the centre of Selby town and York. The National Cycle Route Networks (NCN) also connect Tadcaster to both York and Leeds.
- 4.71 The Local Highway Authority (currently North Yorkshire County Council) is responsible for facilities for pedestrians, cyclists, and equestrians, as well as being the surveying authority for the District's public rights of way, which includes footpaths, bridleways and byways. They also manage the 'definitive map' of public rights of way as well as road infrastructure such as pedestrian crossings.
- 4.72 The towpaths on Selby Canal are owned and maintained by the Canal and River Trust (C&RT), which supports the creation, enhancement, and promotion of links to and along the footpath for residents and users.

Future Development

- 4.73 The Local Plan and associated strategies and evidence base seek to ensure that Selby District delivers a high quality, safe walking and cycling experience. It is important that all new developments are designed with safe and attractive walking and cycling permeability in mind.

These should create links to existing communities, facilities, services and the Public Rights of Way and bridleway network for all sectors of the community, including the needs of people with disabilities and reduced mobility. Necessary infrastructure includes new and improved walking and cycling routes and facilities, reallocating road space, signage, cycle parking, crossing points and road safety measures.

- 4.74 The 2020 Selby District Local Cycling and Walking Infrastructure Plan (LCWIP) focuses on three distinct areas of the District;
- Selby Urban area (including Thorpe Willoughby, Brayton, Barlby and Osgodby);
 - Tadcaster; and
 - Sherburn-in-Elmet.
- 4.75 The key outputs of the LCWIP include final cycling and walking network maps for each area, which show a hierarchy of routes, along with a list of potential appropriate interventions to improve accessibility and attractiveness of these, such as footway enhancements, pedestrianisation and segregation (See annex 3).
- 4.76 The LCWIP, and any subsequent updates form an important consideration when seeking funding from Government bids or S106 payments to enhance the pedestrian and cycle network, but opportunities identified should not be considered exhaustive. New development locations can change where future origins and destinations may be located, opening further route and funding opportunities.
- 4.77 Where development is likely to increase use of towpaths, the C&RT considers it essential that appropriate contributions to mitigate impacts are secured from developers. The section of the Selby Canal from Selby to Haddlesey is currently promoted as a circular walking route and it considers that improvements to the towpath surface and improved signage could assist in meeting these outcomes.
- 4.78 The North Yorkshire Rights of Way Improvement Plan (ROWIP) sets out a number of ways in which Public Rights of Way and bridleways can be improved in terms of their facilities for pedestrians, cyclists and equestrians, as well as their accessibility, especially for users with physical or mental health issues.
- 4.79 While the County Council will seek funds to improvements of cycling and walking infrastructure though any transport grants that become available such as the Local Sustainable Transport Fund, it is important that all new development identifies and funds further improvements.

5. Water Resources, Supply, Treatment, Flooding and Drainage

- 5.1 The water environment is a complex integrated system which is essential to future development, the well-being of the environment and public health, as well as a potential hazard. Sustainable planning must always consider the effects of excess water (such as flooding) on development and well-being, as well as the requirements, demands, effects and opportunities of development on the water environment.
- 5.2 Selby District contains a number of water related assets and the hazards associated with an extensive network of rivers and canals, reservoirs, aquifers, water treatment plants and pumping stations. The District is particularly susceptible to flooding due to its low lying nature and being within the catchment to the Humber estuary tributaries which also experience tidal flooding and can be affected by rising sea levels.
- 5.3 The National Strategy For Flood And Coastal Erosion Risk Management For England, the Humber Flood Risk Management Plan and Catchment Strategy, the North Yorkshire Flood Risk Strategy, Yorkshire Waters Resource Management Plan and a number of catchment and river basin management plans all feed into understanding the water network and its issues in the District.
- 5.4 The Department for Environment, Food and Rural Affairs (Defra) is the key Government policy lead for issues involving the water environment and are responsible for setting a number of strategies and guidelines.
- 5.5 Other key agencies and partners in understanding and managing the water environment within the District include the Environment Agency, North Yorkshire County Council (as Lead Local Flood Authority and Highways Authority), Yorkshire Water as statutory water and sewerage provider and the Internal Drainage Boards (IDBs).
- 5.6 The Local Plan promotes the protection and efficient use of water resources and also seeks to direct development away from existing hazards while also minimising the exacerbation of existing issues.

Water Resources and Supply

- 5.7 All new development must ensure mains water can be supplied prior to first occupation. In terms of water supply for Selby District, provision is made entirely through one provider (Yorkshire Water) and the Environment Agency has authority for agreeing abstraction licences from Water Resource Areas.
- 5.8 The District is considered to be entirely within the 'Grid' Water Resource Zone (WRZ), which includes the majority of the Yorkshire region. This large resource zone uses water from reservoirs, rivers, and groundwater sources, which is transported around the region through its network/grid of pipes to where need is greatest.
- 5.9 Within Selby District specifically, there are two important aquifers; the Sherwood Sandstone Aquifer to the west of Selby; and the Magnesian Limestone Aquifer situated along the western side

of the District. A service reservoir also lies under Brayton Barff which is fed by rivers and groundwater.

- 5.10 The Sherwood Sandstone aquifer provides one of the major groundwater resources for Yorkshire and has been extensively developed for abstraction for public water supply between Selby and Doncaster. Although in and around the town of Selby itself the groundwater level has recovered recently, as a result of several large abstractions ceasing, they are still below sea level in some areas, which is considered to be an unnatural situation.
- 5.11 The Environment Agency (EA) has two approaches to licensing in the Selby area. To the area north of Selby they will consider applications for new abstractions on a case-by-case basis. To the area to the south there is a risk that proposals for new groundwater abstractions could further draw down the groundwater level which places a risk on the availability of water to existing licence holders. Therefore, a moratorium is imposed on issuing new groundwater abstraction licences in that area. The EA may consider licence trading within this area, where there is no net increase in fully licensed abstraction and where it is demonstrated that there is no overall detrimental impact to the Sherwood Sandstone Aquifer.
- 5.12 As Selby District is connected to the wider 'Grid' Water Resource Zone, it is not reliant on individual abstractions within the District but shares water with the wider area.

Future Development

- 5.13 Yorkshire Water's, Water Resource Management Plan (WRMP) is revised every five years. The current WRMP (2019) identifies that there is a risk climate change could result in a water supply deficit in Yorkshire by the mid-2030s without action to strengthen the supply-demand balance. However, Yorkshire Water has set out a strategy of reducing leakage and working with customers and stakeholders to reduce demand. As a result, they expect supply will meet demand during the 25-year planning period, despite a growth in population. This is backed up by the Environment Agency, Water Stressed Areas Final Classification July 2021, which identifies the Yorkshire region as 'not significantly water stressed'.
- 5.14 There is, therefore, no need for extra water efficiency restrictions to be placed on new development at this time. However, this situation will be kept under review as the understanding of the potential impact of climate change may evolve and change future water resource management plans.
- 5.15 Yorkshire Water has a statutory duty to serve identified development sites with a safe water supply. The infrastructure implications of allocated development are assessed as part of the Water Resource Management Process, and developers are encouraged to engage with the Yorkshire Water Supplies team for information in relation to their specific developments. Regarding the 3 largest allocations in the plan Yorkshire Water have provided specific comments:

Heronby New Settlement (STIL-D)

- 5.16 Yorkshire Water have identified that the existing mains infrastructure is fed from the York Water Supply System and so would not put additional load on the Selby Ring Main. The mains infrastructure is medium sized and has potential to supply another 500 – 800 properties (approximately) before reinforcement would be required. Approximately 9km of main laying in total would be needed, with no major engineering difficulties currently foreseen but subject to

engineering feasibility. The main could be upgraded incrementally as the site develops, but a good proportion of the build during the life of the emerging Plan is likely to be deliverable utilising existing infrastructure.

Cross Hills Lane – Selby (SELB-BZ)

- 5.17 It is likely that main laying will be required. Two strategically critical water mains cross the site diagonally (NE to SW). Appropriate protective areas around the pipes (probably a minimum of 15 metres i.e. 7.5 metres either side of the pipes' centre lines) must be allowed for in any master plan and the curtilages of residential properties should not be located in the area (it may be acceptable to locate highways over them).

Land West of Kellington Lane, Eggborough (EGGB-Y)

- 5.18 It is likely that main laying will be required; an assessment of any need to upgrade an existing water pumping station may also be necessary. A strategically critical 24" water main crosses the site diagonally (NE to SW). An appropriate protective area around the pipe (probably 15 metres i.e. 7.5 metres either side of the pipe's centre line) must be allowed for in any master plan and the curtilages of residential properties should not be located in the area (it may be acceptable to locate highways over them).
- 5.19 Further to this Yorkshire Waters WRMP19 also sets out plans to explore the reuse and recycling of water, greater integration of grey water and integrated water management to reduce the overall demand and need for investment in new assets and infrastructure with a number of trials ongoing throughout the region.

Water Disposal and Treatment

- 5.20 Yorkshire Water has a statutory responsibility to ensure Waste Water Treatment Works (WWTW) are suitably sized to accommodate existing flows and known future growth. This includes those allocated in Local Plans and granted consent through planning applications.
- 5.21 As Yorkshire Water covers the whole region for water treatment and disposal its networks span 52,000Km. Challenges are faced by the network due to increases in population growth, climate change and increased urbanisation (including the paving over of gardens). It is therefore important that further unnecessary pressures are minimised as far as possible.
- 5.22 Service deficiencies arise within the system for one of three primary reasons:
- Lack of hydraulic capacity, including a transient loss of available capacity during storms
 - Asset condition
 - How the system is operated and maintained, including misuse by the public and industry.

Future Development

- 5.23 The loss of available capacity during storms in particularly is an issue for combined sewer systems, which carry both foul and surface water. These systems have limited capacity and are more likely to lead to foul flooding. They are therefore not supported for new development. The Local Plan (see policy SG11) seeks to ensure that surface water is always drained and managed separately from foul water, and that where possible development incorporates Sustainable Drainage Systems (SuDs) to reduce pressure on existing systems.
- 5.24 Selby District is within the catchment of a range of Wastewater Treatment Works (WWTW). New development located close to sewered areas must be connected to the existing sewerage networks and be disposed of into dedicated treatment plants. Some existing wastewater treatment works are capable of accommodating wastewater from new development through the Plan period, while others will require further investment in the medium term, and in some cases new capacity is required to be installed.
- 5.25 Any sites put forward within a WWTW catchment with no existing capacity will require phasing until Yorkshire Water has completed a scheme to increase this. Allowing new development in advance of such works could compromise water quality. Should a developer wish to bring forward development ahead of planned improvements, they can fund the required investment. However, it is important that necessary new or upgraded capacity in wastewater treatment works must be shown to be deliverable in advance of first occupation
- 5.26 In respect of the three largest proposed allocations in the Plan, Yorkshire Water have provided the following comments:

Heronby New Settlement (STIL-D)

- 5.27 The closest existing WWTW is at Escrick, which has a very small amount of Dry Weather Flow available, no capacity to accommodate the foul flows from the development and little land available for expansion at the existing site. The local sewerage is also correspondingly small. Investigative work and modelling are required to assess works, sewers and pumping stations and a new Waste Water Treatment Works will be necessary.

Cross Hills Lane – Selby (SELB-BZ)

- 5.28 The closest existing WWTW is at Selby, this is a medium sized works and an assessment as to whether it has capacity to treat wastewater arising from the development may have to be undertaken. It is likely that sufficient land within the current operational site would be available for additional plant and machinery.
- 5.29 Existing sewerage may require reinforcement and it is highly likely that the large, combined foul and surface water Holme SPS and then Shipyard SPS, will need reinforcement to allow for the flows from the development. A feasibility study should be undertaken (to include for the WWTW as appropriate) to properly assess the works necessary to serve the development and how it should be phased.

Land West of Kellington Lane, Eggborough (EGGB-Y)

- 5.30 The closest existing WWTW is located at Eggborough. This is relatively small and an assessment as to whether it has capacity to treat wastewater arising from the development would have to be undertaken as part of a feasibility study
- 5.31 Existing sewerage may require reinforcement and it is highly likely that a new/upgraded SPS will be needed as the development could double its current load. A feasibility study should be undertaken, to include for the WWTW, to properly assess the works necessary to serve the development and how it should be phased.
- 5.32 Yorkshire Water may undertake further work if required during the plan period to ensure that infrastructure keeps pace with growth however the current management plan for the Selby area does not currently include measures to increase capacity.

Non-Sewered areas

- 5.33 There are some more rural parts of the District which are not served by mains sewerage and have no reasonable means of connection. Here the use of non-mains systems, such as package treatment plants and septic tanks, can be considered only where stringent standards can be met in regard to positioning, capacity and maintenance regimes, ensuring against spillages and adverse impacts on waterbodies and ecosystems, and meeting the objectives of the Water Framework Directive
- 5.34 Where a development involves the disposal of wastewater/foul sewage effluent other than to the public sewer, a non-mains foul drainage assessment is required. A non-mains foul drainage assessment should include a full assessment of the site, its location and suitability for storing, transporting and treating sewage, demonstrate why the development cannot connect to the public mains sewer system and show that the alternative means of disposal are satisfactory.

Flooding

- 5.35 Flooding is a significant challenge in Selby District which has experienced particularly devastating flood events. The proximity of the District to the Humber Estuary, and its network of connecting rivers, makes the area particularly vulnerable to tidal river flooding. Further challenges are presented through climate change and changes to flood defence infrastructure funding.
- 5.36 Flood defences are present within the District, and in recent years Selby and the surrounding area have been provided with modern flood defences in order to protect it from major flooding events similar to those that have occurred in the past. The town of Selby benefits from protection at 1 in 200 level, and the EA is currently developing plans in connection to flood defences upgrades along the River Wharf in Tadcaster, as part of the Tadcaster Flood Alleviation Scheme (FAS). The 2017 review of this scheme identified potential costs in the region of £10 million.
- 5.37 Allocated Funding Includes:
- £9 million from a government fund to better protect communities from flooding.
 - £1.7 million from Flood Defence Grant in Aid,
 - £1.02 million from the York, North Yorkshire and East Riding LEP
 - £25'000 from North Yorkshire County Council

- 5.38 Investigative work on the Tadcaster Flood Alleviation Scheme is currently progressing alongside its business case development and outline design. It is anticipated that options will be assessed in 2023 with a move to the detailed design stage and construction to commence in 2024. The scheme is currently scheduled to be completed by the end of 2026.

Future Development

- 5.39 The Environment Agency and NYCC (as Lead Strategic Flood Risk Authority for the area) have been actively involved in the preparation of the Selby Strategic Flood Risk Assessment (Level's 1 & 2) which are available as part of the evidence base for the Local Plan and build upon existing knowledge with respect to flood risk within the District and national, regional and local flood management plans and forecasting data.
- 5.40 The outputs of the Stage 1 SFRA have been used as an evidence base to the Local Plan and have informed the Site Assessment Methodology. Most of the site allocations in the Plan have been directed to areas of lowest flood risk by applying the Sequential Test. It has therefore acted as a 'sieving' process, allocating as many sites as possible to low flood risk areas. The Level 2 SFRA has been site specific in addressing flood risk to potential development sites which have gone through the Sequential Test and have been located in medium or high flood risk areas. This has involved a more detailed review of flood hazard (flood probability, flood depth, flood velocity, rate of onset of flooding).
- 5.41 A Sequential Test Background Paper has also been undertaken to support the Local Plan Publication Draft Document which was informed by the SFRAs. This provides a high-level review of flood risk and its relationship with development proposals. It concludes that the impact of flood risk on development will be reduced by following the sequential and exception tests outlined in the NPPF.
- 5.42 The Local Plan also seeks to minimise future flood risk through good site design to and the promotion of strategic, integrated and maintainable Sustainable Drainage Systems (SuDS) in all flood zones for both brownfield and greenfield sites, and reduce flood risk from all sources where possible.
- 5.43 The SFRA is a living document and may need to be reviewed in the years following adoption of the Plan. Any development which increases flood risk should seek to address this through site design and S106 contributions to defence schemes where appropriate.
- 5.44 North Yorkshire County Council has also updated guidance for developers on managing surface water drainage to be applied from April 2019.

6. Waste

- 6.1 Dealing with waste is a major challenge for society. Consideration of how waste is created, collected, and disposed of creates opportunities to consider initiatives to improve the sustainability of our environment and economy. Many items discarded as waste have the potential to be re-used, recycled, or used as a resource. Some waste developments may be able to produce power or heat for use by local consumers. It is important that waste is managed appropriately, to minimise risks and hazards to human health and the wider environment.
- 6.2 Waste arises from a wide range of domestic, commercial, and industrial activities including Local Authority Collected Waste (LACW), which includes Household waste and other similar wastes collected by the Local Authorities, Commercial and industrial waste (C&I), Construction, demolition, and excavation waste (CD&E), Hazardous waste and Agricultural waste
- 6.3 Within Selby District, waste is managed through a 2-tier system. Selby District Council are the waste collection authority and North Yorkshire County Council are the waste disposal authority and the minerals and waste planning authority.
- 6.4 North Yorkshire, York and North York Moors Minerals and Waste Joint Plan (MWJP 2022) has been developed in line with National Government policy objectives and agreed targets in the York and North Yorkshire Municipal Waste Management Strategy, to ensure that waste can be managed in more sustainable ways, moving away from traditional waste disposal practices like landfill, towards alternative means of managing waste as a resource, for example through recycling or recovery of other value, such as energy, working towards a zero waste economy. This approach has further added economic benefits of minimising cost spent on landfill taxes.
- 6.5 The MWJP 2022 also explores the links between minerals and waste development. The efficient use of materials such as waste power station ash, as alternatives to primary minerals, can help to conserve natural resources. Quarries may have potential for the disposal of waste via landfill, as part of the reclamation process, in circumstances where any need for landfill capacity has been identified, and in some cases the disposal of residual inert waste via landfill can help to improve the quality of derelict or degraded land.
- 6.6 The plan contains policies for waste developments across all three areas and will guide decisions on planning applications up to 31 December 2030

Waste Disposal

- 6.7 The majority of waste in the Region has historically been disposed of through landfill partly due to high number of quarries which traditionally have been restored via landfill, and landfill has been a relatively cheap means of dealing with waste.
- 6.8 The potential future needs for the management of waste in Selby District are set out as part of a wider regional considerations in the North Yorkshire Minerals and Waste Joint Plan. This considers waste management capacity requirements to 2030 and identifies any important capacity 'gaps' for which provision should be made.

- 6.9 Commercial and Industrial waste, waste from construction and demolition activity and waste arising from municipal sources, known as Local Authority Collected Waste (LACW) are, by volume, the most common forms of waste arising in the Plan area. This has a strong association with the distribution of population, with the more urbanised parts of the Plan area creating the greatest proportion of waste. It can comprise a wide range of items including inert waste and biodegradable materials such as food waste, as well as waste which needs specialist management. A large amount of CD&E waste is disposed of, or beneficially reused, on the site where it arises and therefore does not enter the wider waste market and is not recorded. This position is expected to continue.
- 6.10 North Yorkshire County Council are responsible for maintaining capacity for municipal waste and recycling. The Minerals and Waste Joint Plan area already has a substantial range of waste management facilities including recycling and composting facilities, landfill sites, treatment facilities and transfer stations.
- 6.11 With Selby District, there are allocations for the recycling, recovery of energy, transfer and treatment of LACW at:
- Southmoore Energy Centre (WJP03) and
 - Former ARBRE Power Station (WJP25), in Selby District
- 6.12 Site allocations for recycling, transfer and treatment of C&I waste at:
- Land at Common Lane, Burn (WJP16), in Selby District,
 - Land at Pollington (WJP22), in Selby District
- 6.13 Allocations for recycling of CD&E waste:
- Land at Darrington Quarry, Darrington (MJP27), in Selby District
 - Land at Barnsdale Bar, Kirk Smeaton (MJP26) in Selby District
 - Land at Went Edge Quarry, Kirk Smeaton (WJP10) in Selby District
- 6.14 Allocations for landfill of CD&E waste:
- Land at Brotherton Quarry, Burton Salmon (WJP21), in Selby District
 - Land adjacent to former Escrick Brickworks, Escrick (WJP06), in Selby District
- 6.15 The MWJP plan also allocates Allerton Waste Recovery Park in Harrogate Borough (WJP08) (operational since 2018) to process waste from Selby District. The main focus of the AWRP facility is on the management of LACW, however, it is also expected that it could be able to provide some capacity for recovery of C&I waste over the Plan period. To facilitate the transfer of waste to this facility, a requirement for further transfer station capacity was identified in the District, with capacity identified at Common Lane Burn Airfield (WJ16).
- 6.16 Extensive new infrastructure requirements for managing LACW during the Plan period are not expected. The policies further support improvements to the Household Waste and Recycling network, or developing other capacity and/ or facilities for managing LACW where this could increase the extent to which the area is net self sufficient in capacity

- 6.17 C&I waste (along with other key waste streams such as LACW and CD&E waste) contain an element of hazardous waste, which requires management at specialist facilities. A capacity gap for hazardous landfill of around 25,000 tonnes per annum by 2030 has been identified and there is no dedicated hazardous landfill capacity in the Plan area and is unlikely to be practicable to provide specific management facilities in the Plan area, as a result of economies of scale or other factors. However, liaison with waste planning authorities which have recently received hazardous waste exports from the Plan area suggest that the potential exists for such exports to continue if necessary.
- 6.18 Within Selby District a large proportion of the commercial and industrial waste generated from the power and utilities sector is in the form of power station ash. It is preferable for this waste to be put to beneficial use where possible such as for use as secondary aggregate, and policy support for increasing such use is provided. Where ash cannot be utilised for beneficial purposes, support is given for the continued disposal of power station ash to landfill. Waste ash arising from the major power station in Selby District is dealt with at dedicated private facilities and does not 'compete' with other waste for capacity at facilities available to the market. Ash from Drax power station is disposed of at the adjacent Barlow Ash disposal mound. Remaining capacity at the disposal site is understood to be sufficient to last throughout the Plan period, with further capacity at Gale Common, both of which are safeguarded as strategic sites for the disposal of waste.

Waste collection

- 6.19 Selby District Council is responsible for the kerbside waste collection in the District.
- 6.20 The Council are a member of the York and North Yorkshire Waste partnership, made up of all the Councils in the North Yorkshire Region. The Group collaborates to deliver best practice in waste management, and achieve efficiency savings through partnership working.
- 6.21 'Lets Talk Rubbish' is the Municipal Waste Management Strategy for the City of York and North Yorkshire 2006/2026 which identifies that garden waste collection is now subject to an annual subscription payable by the householder.
- 6.22 The Council through its waste contract with Amey (now Urbaser) has recently implemented significant improvements to its recycling service with much larger recycling bins provided. This has increased recycling rates by 2% since it was introduced in the summer of 2020 whereas all other North Yorkshire collection authorities experienced an average reduction of 0.2%.

Future Demands

- 6.23 Waste disposal requirements are likely to grow alongside development allocated within the plan.
- 6.24 NYCC and Selby District Council will deliver any programmed enhancements to waste disposal infrastructure and there is sufficient capacity for to meet requirements for the expected increased waste disposal requirements.
- 6.25 In recent years there has been rapid change in the policy and regulatory context for waste management, as well as in how waste is being managed, and this is expected to continue. While the policies within the MWJP 2022 allow for some flexibility, significant change such as major

increases to targets for the recycling household waste may require further review of provision and capacity.

- 6.26 Financial contributions will be sought from all developments in relation to the provision of new kerbside refuse bins for each new property.
- 6.27 In general, existing waste collection teams and routes can be extended or reconfigured to incorporate new development. However, should a new development be large enough to require facilitating a new waste collection team, the inherent costs of this will need to be considered.

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7. Energy

- 7.1 Provision of a safe and reliable energy supply to homes, businesses and other facilities, is an essential consideration of new development growth. Supporting and accelerating the transformation of the UK's energy system to green alternatives and solutions is also a critical element of combating climate change. New Development offers opportunities for creating and enhancing lower carbon energy infrastructure, and energy saving mechanisms, within the built environment.
- 7.2 The United Kingdom has a legal commitment to cutting greenhouse gases and meeting increased energy demand from renewable sources including the 2019 amendment to the Climate Change Act 2008 (2050 Target Amendment) Order 2019, which sets a target for a 100% reduction in emissions by 2050. The York and North Yorkshire Local Enterprise Partnership (LEP) have also committed to making the region the UK's first zero carbon city sub region and has funded a Local Area Energy Plan (LAEP) for the district which is currently being prepared.
- 7.3 There are challenges in connecting some of the more rural areas of the District to mains gas and electricity supplies, though renewable energy alternatives can offer local solutions to this this. Even within more urban areas there are challenges through demands on electrical and gas energy solutions to help us deal with extreme temperature, the increasing reliance on electronic powered technology, and the move towards electric vehicles. However, advancements in technology are also bringing about improvements in electronic battery efficiency.
- 7.4 To tackle climate change and deal with increased energy demand, the goal is to reduce wastage in energy use, and to shift to low carbon and renewable energy supplies. This will contribute towards meeting national targets and additionally help to address issues of fuel poverty in the District.
- 7.5 While new development can aim to implement the highest stands of building design and construction to increase energy efficiency, owners of existing housing stock often have to fund retrofitted solutions or rely on Government grants to install the latest technology. Localised renewable energy generation and efficiency measures can sometimes be addressed through permitted development rights, householder applications or small-scale planning permissions, but must consider other planning impacts where permission is required.
- 7.6 Moving to renewable energy generation on a large scale also comes with its own challenges, as larger scale developments are more likely to come with wider environmental impacts to consider, energy transportation infrastructure can require upgrading to be able to carry power generated from renewable sources, and there can be a need for further facilities to store energy once generated to account for the inevitable variations in supply of natural sources.
- 7.7 Developers have a responsibility to ensure that properties have a reliable and safe connection to energy supplies. The Local Plan requires all new development to be constructed to the highest design and construction standards to ensure efficient use of resources, reduce energy waste and mitigate for extreme temperatures and weather events. The Plan also sets out a policy to support new Low Carbon and Renewable Energy generation and storage development, which can mitigate its impacts on the wider environment, and requires the creation of district heating, combined heat

and power networks (CHP) or combined cooling, heat and power (CCHP) are investigated where opportunities allow

Energy Generation and Networks

- 7.8 Selby District is extremely well served for energy infrastructure, thanks to its current and historic role in electricity generation. The District is connected to the national power grid for both electricity and high-pressure gas, which is operated by National Grid.
- 7.9 Drax Power Station is the largest supplier of energy in the UK, providing approximately 6% of the UK's supply. While carbon emissions have already been reduced at Drax Power Station through the use of compressed wood pellets (as a more sustainable biomass fuel), Carbon Capture and Storage (CCS) to reduce the level of carbon dioxide emitted into the atmosphere is being investigated through a current pilot scheme for Bioenergy with Carbon Capture and Storage (BECCS) between Drax Power Station and Mitsubishi Heavy Industries.
- 7.10 Other national-scale infrastructure projects are also being developed in the District including improvements to the electricity transport network for renewable energy to enable North Sea wind power to access the grid more easily

Energy Provision

Electricity

- 7.11 The electricity distribution network in Selby District is provided through Northern PowerGrid (NPG) whose network consists of substations, overhead lines and underground cables. As the Distribution Network Operator, they have a duty to take electricity from the National Grid's transmission network, and smaller generators, to supply homes, businesses and other facilities. Northern PowerGrid is continually investing in the network to improve the electricity infrastructure. They publish a Long-Term Development Statement (LTDS) of network information annually and this identifies the network parameters and load forecasts across the network. The main purpose of the LTDS is to assist existing and prospective users in making new or additional use of the existing distribution system. For most site allocations, connections can be made to existing supplies, although larger sites will require one or more new sub-stations. There are various cost options for supplying a site with power, which NPG discuss with developers. There may be instances when NPG will contribute if improvements help with capacity issues elsewhere. Electricity is supplied to individual properties via electricity suppliers, who source the electricity from Northern PowerGrid.

Gas Supplied Energy

- 7.12 The lower pressure local distribution network for gas is run by the Gas Network Operator, who in Selby District is Northern Gas Networks (NGN), responsible for providing gas to homes and businesses on behalf of companies who supply gas. Northern Gas Networks transport gas through a network of underground pipes, and they are responsible for the replacement and renewal of the gas network. For the majority of site allocations, there is sufficient capacity on the low or medium

pressure gas infrastructure to serve development, although some sites will require reinforcement. These works would be considered to fall within the range of normal site development costs.

- 7.13 Given the rural nature of much of the District, there are significant areas in which gas supply to households and business premises is not available. However, electricity supplies and oil, Liquid Petroleum Gas (LPG), bottled gas, biomass, and solar have so far served to meet the energy needs of these areas.
- 7.14 The Government's Future Homes Standard seeks to phase out the installation and use of gas boilers in new homes so it is envisaged that there will be fewer demands on this energy source in the future.

Renewable Energy

- 7.15 There have been a number of large- and small-scale renewable and low carbon energy technologies granted consent in the Selby District including for wind and solar powered schemes.
- 7.16 Opportunities to create energy from waste have also received consent in recent years, including at Southmoor Energy Centre, Kellingley Colliery (granted planning permission in February 2015); and Eggborough Renewable Energy Facility at the former ARBRE Power Station site (granted planning permission in May 2015).
- 7.17 The District's coal mining heritage is also thought to create opportunities to explore geothermal energy sources and the District's tidal rivers provide further opportunities for water based power.
- 7.18 When schemes are of a sufficient scale and importance they may be considered as Nationally Important Infrastructure Projects (NSIPs) and determined under specific parameters established for these types of development.
- 7.19 Smaller scale developments to power individual homes and businesses are usually secured to comply with policy requirements in the Development Plan when negotiating on planning applications and will therefore generally be funded by developers.

Future Development

- 7.20 Electricity and gas network connection requirements are met based on development needs. There are no anticipated issues with the provision of gas or electricity connections according to the scale and distribution of development proposed in the Local Plan. The small proportion of new development which will be in locations not connected to the main gas network, is not expected to have any capacity issues for non-mains gas energy supply.
- 7.21 Opportunities for renewable energy generation, and schemes for lowering carbon emissions, continue to come forward, and are supported by the Council where negative impacts can be mitigated. Larger Scale Renewable Energy development schemes are usually commercial enterprises, to generate profit, and are therefore funded by the developers of these schemes and judged against national and locally adopted planning policies.

- 7.22 Local Plan policies seek to ensure the efficiency and resilience of new development and further work has been commissioned to help identify pathways to a lower carbon future.
- 7.23 Emerging opportunities at the intersection of data and energy networks have been investigated through work on a Selby Local Energy Asset Representation (LEAR), with a Local Energy Asset Plan report which pulls together information on local area energy generation, storage and distribution assets for the Selby area. The Government's Energy Systems Catapult offers expertise in local energy system modelling and analysis local, which takes a whole system perspective, considering the complex interactions of power, gas, heat, and transport and the different ways in which our energy might be supplied, managed, and consumed in the future
- 7.24 A Local Area Energy Plan has been commissioned for Selby as a means of exploring a range of different future local energy scenarios to achieve deep decarbonisation at least cost while promoting clean growth. It should a basis for targeting investment, encouraging innovation, securing value for money, and gaining public understanding and support.

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8. Telecoms and Digital Infrastructure

- 8.1 Telecommunications generally refers to the mobile telephone network and broadband internet access. A superfast broadband infrastructure and reliable mobile connectivity is increasingly essential for the economy and building sustainable rural and urban communities.
- 8.2 Improving mobile and digital infrastructure involves investment in current and future technologies, physical infrastructure, and services. It is important that both broadband and mobile connectivity is improved together, allowing people to stay connected on the move and giving diversity and choice of providers for all geographic areas. This ensures a competitive market which can offer best value for consumers.
- 8.3 The private sector is primarily responsible for delivering digital communications infrastructure. As decisions by private enterprise are generally for profit, the rural nature of the Selby District, with more sparse dispersal of customers, has therefore presented a challenge to coverage in these areas.
- 8.4 The Government's role is to provide policy stability, support the market and facilitate private investment through the department for Digital Culture, Media and Sport. There have been several strategies and reviews published in recent years which have highlighted the need for investment from Government in next-generation technologies such as full fibre and 5G, as well as the commitment of funding to different stages of supply and delivery.
- 8.5 The key recommendations from the Future Telecoms Infrastructure Review (July 2018), that legislation should guarantee full fibre to all new build developments, has now been embodied in the latest updates to building regulations. There were also calls for Infrastructure (including pipes and sewers) owned by utilities such as power, gas and water to grant easy to access for both fixed and mobile connections use, and a new nationwide network which would standardise the approach across the country and reduce the costs, time and disruption of installation.
- 8.6 The National Infrastructure Strategy (Nov 2020) sets further national policy ambitions and recognises that digital infrastructure is particularly important for the UK's rural communities. Under its commitment to Levelling up and Strengthening the Union, it commits £5 billion to support UK-wide gigabit broadband roll-out, £500 million (matched by industry) in a Shared Rural Network extending 4G mobile coverage to 95% of the UK, and £250 million to ensure resilient and secure digital networks through the Telecommunications (Security) Bill.
- 8.7 The Local Authority's role is to identify local opportunities, facilitate delivery and private investment through supportive policy, and invest in infrastructure when market failures arise.

Mobile Coverage

- 8.8 Mobile telecommunications infrastructure is subject to unpredictable innovation and change. Over the last 30 years, the industry has gone from the first-generation voice-only analogue service (1G), through 2G, 3G and now 4G. The next challenge is 5G. This will require more technical standardisation, more base stations, and further investment. It is important that mobile telecommunications build in resilience to react to changing requirements over time, allowing for better coverage, more capacity and greater capabilities. This type of provision is no longer just

about a phone signal, but also about the transfer of data. Research by Ofcom has shown that in recent years, more people rely on a mobile phone than rely on a landline; and that people on lower incomes are even more likely to live in a mobile-only household, or to access the Internet using a mobile connection.

- 8.9 The mobile phone network is operated commercially by Mobile Network Operators (MNOs). The four main operators in England are:
- 3 / Three
 - EE
 - O2
 - Vodafone
- 8.10 As well as running services, these companies also own most of the telecommunications mast infrastructure and can be unwilling to share. Though CTIL masts provide further infrastructure for Vodafone and O2, and Arqura masts, a private company, will facilitate any of them.
- 8.11 Ofcom data shows that Selby District has 100% 4G mobile phone signal coverage by at least one provider, with 98% 4G mobile phone signal coverage by all 4 mobile network operators. Despite this information black spots are picked up in drive throughs. Ofcom, however, will not change their definitions.
- 8.12 North Yorkshire County Council analyses where new mobile infrastructure is being installed around the District, through the monitoring of planning applications to help identify potential issues and gaps.
- 8.13 Mobile Masts also have a limited capacity for the number of users they can support, which when breached can reduce their range. Therefore, as the population, or number of people using this technology grows, either through natural change or new development growth, more masts will need to be built on the periphery of areas even where existing coverage was previously good.
- 8.14 Infrastructure also needs to be updated to keep pace with the latest advancements in technology. As providers focus upon major urban centres, coverage of 5G in much of Selby District is not expected to develop rapidly.
- 8.15 The monitoring data collected by North Yorkshire shows a decline in mobile infrastructure permissions across the region overall in recent years, but between 2019 and the present, permission has been granted for 5 new masts and 12 upgrades in the Selby District, which are all 5G capable.
- 8.16 The Council will continue to work to encourage the development of this infrastructure in a manner sensitive to visual impacts upon the District. To stimulate such growth, the Council have been offering 4 years of rate relief for any new 4G infrastructure and the Government offer further rate relief for new 5G infrastructure.
- 8.17 The Telecoms code now gives more rights to operators, which includes that only prior notification is needed for structures up to 25meters, if these are not within special interest sites. This further improves the affordability of new schemes for commercial providers. Improvements in technology

has also resulted in the development of smaller masts which can be more easily integrated into developments and areas at lower cost.

- 8.18 In terms of reaching more rural and commercially less viable parts of the dDistrict, Mobile Network operators and the Government have together invested approx. £1billion nationally in the Shared Rural Network nationally to upgrade coverage. This has involved new masts but also upgrades to existing sites.
- 8.19 The Former Airwas network is also being replaced by Emergency Services Network, which is seeking to improve rural coverage through government funding. The current proposed upgrades were scheduled to be complete by 2019 but now look like some delivery could be delayed until 2024.
- 8.20 Mobile Access North Yorkshire (MANY) is a further two-year project as a part of a wider Department for Digital, Culture, Media and Sport (DCMS) test bed and trials. The project is a consortium of organisations including: Quickline Communications Ltd; North Yorkshire County Council; University of York; and Lancaster University, as well as a number of small or medium sized businesses specialising in mobile technology which aims to help areas with little or no mobile phone connectivity by installing masts (usually of less than 15 metres) which look similar to telegraph poles, to bring access to remote places. If successful, the scheme will be further expanded beyond its original time frame and throughout the region. Even if discontinued, it is hoped to prove to commercial mobile operators that mobile coverage in such areas is viable.

Digital connectivity

- 8.21 Openreach owns and looks after the fibres, wires and cables that connect the country through telephone and broadband and are committed to accelerate the roll out of superfast broadband nationally.
- 8.22 As this type of technology, and our demands upon it, are increasing rapidly, it is important that we take steps to future-proof this infrastructure, by building in the greatest potential capacity, and ensuring new development facilitates future ways of living and working with the fastest available broadband technologies. Both Ultrafast Broadband (over 100Mbps) and Gigabit broadband connectivity (speeds in excess of 1Gb/1,000Mbps) require fibre optic cables. In order to receive faster broadband speeds, fibre optic cables which go directly to the home or premises (FFTP/FFTH) rather than to the nearest cabinet (FFTC), currently offer the best and most reliable means of delivering this.
- 8.23 The Government has committed to implementing an ambitious programme of work to remove barriers to broadband deployment and maximise coverage in the hardest to reach areas of the country. It is expected that the private sector should deliver gigabit-capable broadband to around 80% of premises in the UK, and the latest adopted changes to Building Regulations ensure Gigabit broadband connectivity is installed for most new development. The UK Government are also investing in schemes to roll out fibre optic cabling to rural areas in order to facilitate this through the £5 billion UK Gigabit Programme to ensure no area will be left behind.
- 8.24 If full FFTP/FFTH connectivity of a new residential or commercial development to the network is not be possible at the time of construction, it is important that provision for future connection, including the provision of all fibre ducting and cabling from the new premises to a roadside cabinet

is made. This will ensure the least potential disruption when full fibre does become available to the area and will minimise the future cost burden for the homeowner. Having good broadband capability and connectivity is becoming important selling points for new development.

- 8.25 York & North Yorkshire Local Enterprise Partnership have identified £3m Funding to provide digital technology to support recovery and growth for communities and businesses across North Yorkshire.
- 8.26 North Yorkshire County Council have produced a high-level digital Strategy in 2018. This sets a goal for all businesses and communities to have the ability to access high quality broadband so that they can enjoy the same social, economic & environmental benefits available to other parts of the county.
- 8.27 NYnet Limited is a North Yorkshire County Council-owned broadband company which was established in 2007. It aims to improve connectivity and broadband services across the North of England for both the Public and Private Sectors. To achieve this NYnet have built and now operates a high-capacity fibre network across the region, to provide Multi-Protocol Label Switching (MPLS) Wide Area Networks (WANs) and Managed Internet Access.
- 8.28 Superfast North Yorkshire (SFNY) is a project managed by NYnet alongside partners Openreach and Quickline Communications which aims to bring superfast fibre-based broadband to North Yorkshire, funded by Broadband Delivery UK (BDUK), and NYCC. It also brings together other initiatives by NYCC to address rural areas where fibre-based coverage is not available (the so called 'not' spots).
- 8.29 The mapping on the Superfast North Yorkshire website is up to date and shows where superfast broadband is available now; where BT propose (initial desktop survey complete) and plan (physical ground survey complete) to rollout Phase 3 premises. It also shows the approximately 1,000 premises already delivered in Phase 3. Within Selby District the mapping identifies that a significant proportion of homes should be able to access superfast broadband now.

Future Delivery

- 8.30 The delivery of the Local Plan is unlikely to be constrained by shortfalls in broadband and mobile connectivity, however, a failure to keep pace with growth can undermine the wider objectives of the Local Plan.
- 8.31 While the latest Building regulations stipulate that developers have an obligation to provide FFTP broadband as part of some new developments, there is no equivalent obligation on mobile phone coverage other than through Local Plan policy IC5, though both can bring benefits.
- 8.32 Whilst it is accepted that the provision of FFTP and Mobile coverage will be more expensive in some parts of the District than others, the commercial operators and fibre provision schemes will absorb most of this cost. Improvements in customers base and network reliability are important aspects of service delivery for Mobile Network Operators (MNOs) and Internet Service Providers (ISPs), and developers are set to benefit from facilitating good mobile signal and broadband access in the saleability and value of developments.

- 8.33 Developers are therefore encouraged to have early engagement with Mobile Network Operators, Superfast North Yorkshire, Openreach and NYCC to co-ordinate the roll out of adequate connections, access any available funding and address potential impacts and gaps in provision at an early stage.
- 8.34 It is also important to include NYCC is discussions, where possible, so that overall plugging of gaps and a strategic approach can be informed as government funding is sought through bids to address existing issues.

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9. Health and Social Care

- 9.1 Ensuring there is adequate access to high-quality health and social care services is important for the health and well-being of the District. Provision of such services is a shared responsibility between the Government, NHS departments and local authorities.
- 9.2 Meeting the needs of the District is complex in nature due to many factors, including the need for physical infrastructure, delivery of staffing and services, an increase in complex care needs, life limiting illness, changing demographics, and the necessity to work across geographical boundaries.
- 9.3 The NHS has also been the subject of significant restructuring and reorganisation in recent years and there is understood to be a national shortage of GPs, paramedics and trained clinical staff, attributed to issues with training and recruitment. Currently there are additional challenges due to the Covid-19 Pandemic and increased waiting lists for care.
- 9.4 As technology evolves this also has impacts on the provision and delivery of care, enabling quicker and more efficient functionality. One element of this is an increase in the public accessing medical information and support remotely. Ensuring access to reliable and high-speed telecommunications is therefore an important element of future delivery. There is also a move away from traditional care home provision towards in-home supported care and extra care facilities, which enable people to retain more independence in their lives.
- 9.5 The planning system can play a key role in creating healthy and inclusive communities, as recognised in the Local Plan, but its role within the planning and provision of health and social care services, and the structures in which they are delivered, is limited to the identification of needs, allocation of land where land (where available), approval of planning applications for facilities, and the collection of financial contributions from new development to help fund infrastructure.
- 9.6 The NHS is comprised of a number of interlocking and overlapping “trusts” across the UK. Trusts can represent geographical areas or specific services. Selby District is covered by the York and Scarborough Teaching Hospitals NHS foundation Trust for a range of acute hospital and specialist healthcare needs, the Tees, Esk and Wear Valleys NHS Foundation Trust for Mental Health and Learning Disability and the York Ambulance service NHS trust.
- 9.7 The Health and Social Care Act in 2012 established Clinical Commissioning Groups (CCGs) as the clinically led statutory NHS bodies responsible for the planning and commissioning of health care services for their local area, with the Vale of York Clinical Commission Group being the responsible for health care authority within the District. However, the 2022 Health and Care Act has set out changes to the structure of the NHS to make it easier for organisations to work together, cover larger areas, and better tackle more complex issue through:
- “Integrated Care Boards” which decide how the NHS budget for their area is spent and plan to improve people’s health through high-quality care and value for money, and
 - “Integrated care partnerships” which bring the NHS and key partners such as local authorities together to develop a strategy to enable the integrated care system to improve health and wellbeing in its area.

- “NHS trust provider collaboratives” as new partnerships that can bring together providers such as hospitals, mental health services and community services.

9.8 The most recent published Strategic Plan for health care within the District was the 2014-19 ‘My Health, My Life, My Way’ issued by the Vale of York CCG. This identified key priorities focused on improving health, reducing health inequalities, providing high quality mental health services, and providing access to high quality health services.

9.9 At a very local level, GP surgeries have come together to form “Primary Care Networks”, groups of practices working together across areas called ‘neighbourhoods’. By sharing resources and working closely with other local people and services, they can provide a wider range of services than a single GP surgery.

Emergency, acute, and primary care

Emergency, and acute care

9.10 The York and Scarborough Teaching Hospitals NHS foundation Trust provides services for approximately 800,000 people living in and around York, North Yorkshire, Northeast Yorkshire and Ryedale. It covers the provision of facilities across 8 ‘hospital’ sites including The New Selby War Memorial Hospital, which opened in 2011 alongside a new Civic Centre in Selby Main urban area and deals primarily with day patients. More focussed care is provided to the residents of the Selby District across the wider York and Scarborough Teaching Hospitals Trust sites (most often at York Hospital) and may also result in care being administered by Leeds hospitals.

9.11 The New Selby War Memorial Hospital and York Hospital are both approaching capacity for acute services and will face increased pressure because of the influx of new residents the Local Plan will cause. The Council is engaging in conversations with the York and Scarborough Teaching Hospitals trust, and is committed to working with them, and neighbouring districts, in finding a new suitable site for acute care in the next Local Plan period, ensuring future demand can be factored into the long-term plans of all organisations.

Primary Care

9.12 Within the Selby District there are currently a number of medical group practices operating out of 16 GP surgeries distributed throughout the district:

Group Practice name	Branch name	Street	Area
Beech Tree Surgery	Beech Tree Surgery	68 Doncaster Road	Selby
	Carlton Surgery	High Street	Carlton
	Ricall Surgery	Main Street	Riccall
Escrick Surgery (Dr Burlin & Partners)	Escrick Surgery	4 Main Street	Escrick
	North Duffield Surgery	Main Street	North Duffield
Gibson Lane Practice	Monk Fryston Surgery	37 Main Street	Monk Fryston
Posterngate Surgery	Posterngate Surgery	Portholme Road	Selby
	Hemingbrough Surgery	Main Street	Hemingbrough
	Portland Lodge		

Scott Road Medical Centre	Scott Road Medical Centre	Scott Road	Selby
South Milford Surgery	South Milford Surgery	High Street	South Milford
	Thorpe Willoughby Surgery	12 Fox lane	Thorpe Willoughby
Sherburn Group Practice	The Medical Centre	Beech Road	Sherburn in Elmet
	The Chapel School Room	Main Street	Church Fenton
	The Methodist Chapel		Ulleskelf
Tadcaster Medical Centre	Tadcaster Medical Centre	Crab Garth	Tadcaster
Whitley Bridge Surgery (Dr S Dutta & Partners)	Whitley Bridge Surgery	87 Selby Road	Eggborough

9.13 Population growth and local developments have increased demands on existing services in the past few years, resulting in expansions and further recruitment of staff.

9.14 This has included the commitment of S106 and CIL funds towards a new primary care building based on current and predicted list sizes with Sherburn Group Practice in Sherburn in Elmet. The new development will include shared spaces and training areas alongside modern IT support and room sizes. Construction of the new infrastructure is estimated to begin in late 2022. Further opportunities to expand/reconfigure South Milford Surgery are also being investigated.

Future Development

9.15 To identify potential increased needs as a result of development allocated within the emerging Local Plan, assumptions have to be made. The Plan seeks to identify a requirement for built infrastructure ,based on knowledge of the amount of space required. However, to identify this, assumptions must be made on the estimated number of patients generated, the estimated number of staff required to deliver service to these patients, the type of appointments required (digital/face to face/requiring specialist facilities) and the extra space which is required to provide this.

9.16 Exact forecasting is therefore challenging given the number of variables, but the York and North Yorkshire Integrated Care Board through their work with Archus have provided a methodology based on a review of current staffing/patient/room ratios and applying these as high-level assumptions for new health care needs. These take account of the fact that GPs do not work in isolation, and each will require clinical support staff to assist in patient care. While management and administrative roles will also be required to support GPs, these can be delivered in a variety of ways (on site, remote, centralised, de centralised etc) and are not patient facing. Calculating the requirement of space required for such support roles is therefore not factored into the current assumptions which include:

- An average of 2.3 new patients per new household
- 1,500 patients per GP
- 0.5 nurses/health care assistants per GP
- Assumption that each GP/Nurse/HCA will need a dedicated room for 85% of the time
- Need for additional management and admin roles and space for support.

- 9.17 It is important to note that existing capacity within surgeries should be accounted for, including opportunities to generate further capacity without the need for new built infrastructure. Proposals for this could include re-organisation/ distribution/ centralisation of certain roles within the Primary Care Network, re-configuration of buildings (such as utilisation of former storage space), digitalisation of medical records to free up space, and the increase in digital or telephone appointments which require less space.
- 9.18 Taking all the above into account there is a requirement within Selby for:
- 1 new primary health care facility within the new settlement at Still-D (Heronby) comprising approx. 10 new clinical rooms and ancillary space as part of the care village
 - Creation of additional clinical space in Tadcaster and Selby Urban Area using existing public access buildings.

Mental Health, Older People and Adult Social Services

Acute Care

- 9.19 The Tees, Esk and Wear Valleys NHS Foundation Trust provides acute support for Mental Health and Learning Disability issues across County Durham and Darlington, Teesside, North Yorkshire, York, and Selby with 69 properties offering accommodation, support and additional clinical services. Within the Selby District this includes:
- Worsley Court Community Unit, Doncaster Road and
 - The cabins at Selby Community Primary School Flaxley Road
- 9.20 However, patients may be treated elsewhere, particularly in York, and benefit from the new inpatient mental health services hospital for adults and older people at Foss Park on Haxby Road in York which was completed 2 years ago. The Tees, Esk and Wear Valleys NHS foundation trust has not identified any further infrastructure needs in the District at this time.

Residential Support

- 9.21 North Yorkshire County Council provides additional support and help for adults in the District with complex needs, mental health issues, learning disabilities, physical disabilities, sensory impairment, autism and age related fragility and disability.
- 9.22 The '2020 North Yorkshire Care and Support Where I Live Strategy' sets goals to enable people to "live longer, healthier, independent lives" and includes ambitions to make sure that new housing developments recognise and respond to the aspirations and needs of older and more vulnerable people; increase the number of extra care housing schemes; explore different models of accommodation; and increase the availability and choice of housing and services for people with a range of special or complex needs.
- 9.23 North Yorkshire County Council directly run a number of residential care facilities, and this provision is supported by further private commercially run care establishments, for which the local authority have no control. The existing provision of care beds within the District is split into different categories (as set out overleaf):

- General Residential
- Dementia Residential
- Learning Disability Residential
- Mental Health Residential
- General Nursing
- Dementia Nursing

9.24 In addition, there are also 13 individual independent living properties across Selby District which contain 43 units of accommodation (bedrooms in shared properties).

9.25 The existing care beds have a high level of occupancy, and not all registered beds are always available for use. This can be due to lack of available workforce, unsuitability of room (shared), lack of accessibility or layout of building. This results in some residents in need of permanent residential care, and particularly permanent nursing care, having to be placed in facilities outside the District, away from their families.

9.26 The system is also vulnerable to the failure of care providers with large numbers of bed and the need to rehome residents during extensive refurbishment and maintenance of properties and therefore extra capacity needs to be built into supply.

Future Development

9.27 Quantifying data into a firm understanding of new infrastructure provision requirements for those people requiring residential support is complex. Some of the predicted future care conditions needs may overlap, for example someone with learning disabilities may also have a psychological disorder, or be over 65. In this situation the overall need is therefore slightly less than estimated by official figures. Commercial care providers may also choose to fill gaps in the market, which is difficult to predict.

9.28 Further to this not everyone who requires support will need this to be in a bespoke or purpose-built property, either because they have an existing home where adequate care can be provided, because higher building standards in new affordable or commercial housing allow more care to be delivered in situ, or because existing housing stock can be converted to meet needs.

9.29 As set out by the North Yorkshire Care and Support strategy, the goal is to deliver care in existing homes where possible. NYCC research has identified that most people would rather stay in a home of their own and have choice and control over their care and/or support needs.

9.30 As building standards improve more and more people will be able to receive the care and support they need in their homes. Policies within the Plan set a requirement for all development of 10 or more dwellings to ensure that 6% of units as wheelchair accessible (M4(3)). We know this is affordable for developers to provide based on our viability assessments.

- 9.31 The ambition of NYCC to roll out extra care housing to every major town was supported by 89% of those surveyed, and this is a rapidly growing sector of the housing and care market. This model can offer everything traditional residential care does in terms of on-site care provision with better accommodation standards, community involvement and well-being, while allowing residents to stay in control of their finances and who enters their homes.
- 9.32 The Council's primary responsibility is to provide the infrastructure for those people with care needs who require Local Authority support. NYCC keep records of specific individuals who have been identified as in need of residential care provision for which there is currently no supply. This is set out in table 3 and this indicates that 16 people are in need of urgent or intermediate residential support.

2022						
Locality	01/05 Number of Properties	01/05 Number of units	01/05 Number of voids	01/05 Individuals with urgent need	01/05 Individuals with intermediate need	01/05 Individuals with future need
Selby	13	43	0	9	7	8

- 9.33 The largest developments within the Plan have the capacity to set aside land for extra care living facilities to meet the needs identified as urgent/or intermediate. The provision of the facility itself can either be built to specified standards and leased to adult social care providers, or alternatively adult social care could commission the building of the facility following the acquisition of the land.
- 9.34 It is important that any new extra care schemes are designed to cater for a range of different physical, mental and learning disabilities including for those living with dementia and NYCC are also preparing a "Supported Living Design and Ethos Guide." In accordance with the NYCC strategy, extra care facilities should be combined with GP or community service provision wherever possible.
- 9.35 Therefore the requirements to meet extra need associated with Local Plan developments include
- 9.36 STILL-D - New Settlement - Work with Health and Adult Social Care providers to ensure the delivery of a new care village on site to meet the needs older people or those with learning disabilities.
 - 9.37 SELB-BZ – Cross Hills Lane - Work with Health and Adult Social Care to ensure the delivery of up to 8 independent living units for adults with learning disabilities.
 - 9.38 EGGB-Y - Work with Health and Adult Social Care to ensure the delivery of up to 14 independent living units on the site for older people or those with learning disabilities.

10. Emergency Services

- 10.1 Emergency services play a crucial role in ensuring public safety and health. The responsibility for the provision of such services lies largely within those organisations themselves and Government funding.
- 10.2 As the population grows this is likely to increase the pressure put upon existing services to be able to deliver similar levels of support and care. This is particularly relevant with regards to the ambulance service due to an ageing population and an increased prevalence of chronic illness.
- 10.3 Demand on the emergency services is not linear, some people or developments might never call upon these services, while others may be more intensive users. Predicting future need accurately is therefore challenging and it is difficult to predict exactly what would be required to support one single or specific development in terms of future crime, ill health and fire service demands. Further to this some increases in demand can be met by enhancements in existing service provision and capacity without the need for additional built infrastructure. Extra capacity can also be realised through the rationalisation of existing estates and the co-location of services. The primary concern relates to budgetary constraints which may be enforced on the services and the limited extent to which they can rationalise their estates in the future.
- 10.4 The Local Plan cannot govern the delivery of emergency services beyond the approval of applications for development, providing positive policies to reduce future potential demands for these services in future and by setting a positive framework for collaboration with providers.
- 10.5 The Selby District Local Plan requires all new development to consider appropriate access for emergency vehicles. It also stipulates a requirement for areas of new open space to be created on site, alongside new development, as well as linkages and improvements to existing PROW, cycle routes, bridleways, and tow paths, where possible, to encourage healthier more active lifestyles. The Plan also ensures the highest standards of building design and materials are used to reduce fire risk and requires good design of new developments to reduce potential crime.
- 10.6 Within Selby District, Police, Fire and Ambulance services are provided at a regional scale. While local centres and provisions are available, resources and facilities can be shared across the wider region in event of significant emergencies or specific requirements.
- 10.7 The services are supported by two emergency operations centres in Wakefield and York (taking 999 calls), administration centres in Wakefield, York and Rotherham and 111 call centres in Wakefield and Rotherham.

Police

- 10.8 The North Yorkshire Constabulary is responsible for policing and relocated their main Selby Police Station from Portholme Road to the Civic Centre in June 2019. The move allowed the co-location of services with the District Council, the New Selby War Memorial Hospital, and the Ambulance station on Doncaster Road in Selby Main Urban Area.
- 10.9 There are also police station hubs situated in Tadcaster and South Milford and facilities such as detention cells can be used in neighbouring areas such as York.

- 10.10 The Police are consulted on all new policy documents and relevant planning applications so that they can have an impact through 'designing out crime' and have not identified any new infrastructure provision needs for the Plan period.

Fire

- 10.11 North Yorkshire Fire and Rescue Service provide the fire and rescue service, including community fire prevention, prevention, protection and intervention.
- 10.12 Selby District is served by stations in Selby and Tadcaster that are crewed during the day by fire-fighters who are also on call outside of the crewed hours.
- 10.13 Emergency coverage in areas at the fringes of the District is also provided by fire stations located outside the District including at York by North Yorkshire Fire and Rescue Service; Garforth, Castleford, Featherstone and Pontefract by West Yorkshire Fire and Rescue Service; and Goole, Howden and Snaith by Humberside Fire and Rescue Service.
- 10.14 The Fire Service are invited to be involved on the consultation of all new policy documents and are official consultees on relevant planning applications.

Ambulance

- 10.15 The Yorkshire Ambulance Service NHS Trust (YAS) was formed on 1 July 2006 when the County's three former services merged and provides emergency, urgent and non-urgent ambulance transport and out-of-hours unscheduled care services.
- 10.16 The service as a whole covers nearly 6,000 square miles of varied terrain from 62 ambulance stations across the region, and run Patient Transport Services (PTS) with a fleet of more than 370 vehicles, 600 team members with additional support from over 200 volunteers
- 10.17 A modern ambulance station and facilities is situated within the District on Doncaster Road adjacent to the New Selby War Memorial Hospital and Civic Centre.
- 10.18 The service experiences particular challenges in staffing and YAS have therefore created the "Our People Strategy 2018-2023" in order to address these issues and create a working environment and culture that will attract the right people to stay and develop skills.
- 10.19 The service also supports and is supported by a network of volunteers known as Community First Responders (CFRs). These volunteers provide immediate life-saving care to members of their local communities in an emergency medical situation, such as heart attack, breathing difficulties or a collapse, in the vital minutes before the ambulance arrives. They are trained in Cardio Pulmonary Resuscitation (CPR) and the use of an Automatic External Defibrillator (AED) which delivers a controlled electric shock to restart the heart. CFRs also carry portable oxygen.

Future Development

- 10.20 Recent investments include the relocation and co-location of ambulance and police station into the Civic Centre hub with the New War Memorial Hospital and the Council offices in 2019.
- 10.21 While there are wider pressures on emergency service provision in relation to staffing and recruitment, pressures on the economy, demographic changes, an ageing population and an increasing prevalence of chronic illnesses, there are no significant pressures on emergency service infrastructure provision identified because of the levels of development planned in the Local Plan.
- 10.22 The Local Plan seeks to provide a positive framework for collaboration with providers and also promotes the principles of well-planned developments.

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11. Education

- 11.1 Access to quality education and training is of critical importance to the District's population and future economy. The Local Education Authority has a statutory duty to ensure that there is sufficient capacity of early years, primary, secondary and special educational needs and disabilities (SEND) facilities for all those living in the District whose parents/carers apply for a place at a publicly funded school.
- 11.2 The Department for Education (DfE) recommends that schools operate with a 5% surplus capacity. Ideally young children attend schools close to where they live for safety and convenience, to generate strong communities, minimise unnecessary road journeys, and reduce impacts on climate change. Older children and young adults may be expected to travel further.
- 11.3 In some areas, if new families with younger children don't move to the area to replace those progressing through the education system, schools can be in jeopardy of closing. In such cases new development can positively support the sustainability and viability of existing schools to reduce surplus places.
- 11.4 North Yorkshire County Council is the Local Education Authority (LEA) for Selby District and provides the majority of educational establishments, though there are two independent schools: the Read School (co-educational) in the village of Drax, and Queen Margaret's School (girls only) in Escrick.
- 11.5 The District is served by a range of early years, primary, secondary and further education establishments within the area. A number of parishes on the fringes of the District are also served by educational establishments outside the District, including; Knaresborough King James School in Harrogate; Fulford School in York and Snaith School in the East Riding of Yorkshire. Tadcaster Grammar School and Sherburn High School, located within the District, also attract a number of pupils to who live outside the area.
- 11.6 Selby does not currently have a dedicated Special Educational Needs and Disabilities School and a need for one within the District has been identified.

Future Development

- 11.7 Increasing school capacity is usually accommodated through developer contributions towards an increased number of pupil places in a school, identified school expansion or the provision of new schools.
- 11.8 The Department for Education provides 'Basic Needs Funding' allocated on the basis of a comparison between forecast pupil numbers, and school capacity. However, where increased growth is because of new development, local authorities are expected to seek developer contributions towards new places arising.
- 11.9 Forecasting the number of new pupil places generated by a development can be complex as there can be rapid changes in the number of children of school age, and fluctuating parent preferences. Preferences for school choice can also cross local authority boundaries and therefore necessitate

making cross boundary assumptions in estimates. All forecasts are by their very nature uncertain and represent a snapshot at a particular point in time.

- 11.10 The detailed site policies set out in the Local Plan have incorporated advice from the Local Education Authority on what land or financial contributions are required from development sites.
- 11.11 National Planning Practice Guidance advises on viability assessments for education, including an initial assumption that both land and construction costs will be met by the development. There is strong evidence that early provision of key infrastructure such as a new primary school will impact positively on scheme viability and generate faster sales rates and higher values.
- 11.12 Where a new school is required the spatial/design requirements need to be considered as part of the master-planning exercise. Issues to consider will include safe and sustainable travel routes and the possibilities surrounding shared car parking/drop off facilities with other uses.
- 11.13 New education sites also need to meet the requirements set out in the County Council's education site suitability checklist, supported by appropriate evidence if necessary. The County Council may require this information to be submitted with the planning application in the form of a Land Compliance Study, and costs to rectify any problems may form part of the S106 obligations.
- 11.14 Sites identified for new school development include:

STIL-D – (Heronby) Land to the south of Cawood Road, Stillingfleet

This site is currently served by Escrick CE Primary (in North Yorkshire) and Naburn CE VC Primary School (in the City of York Local Authority Area) and Fulford School, a secondary academy in the City of York. Given the scale of the development and lack of existing capacity, new schools would be required.

Built development requirements within the plan period:

- Provide land for one new primary school of up to 420 places (2 forms of entry) requiring a site area of 2.14ha and S106 financial contributions for additional primary education and early years places to meet demand for additional places arising from the development. Phasing to deliver this school would be needed early in the development.

Longer term requirements - beyond plan period

- Provide land for a second new primary school of up to 420 places (2 forms of entry) requiring a site area of 2.14ha and S106 financial contributions for additional primary education and early years places to meet demand for additional places arising from the development. This school is not likely to be required until after 2040 but the site should be included in the master plan from the outset.
- Potential need for additional secondary school site, liaison with NYCC, Selby District Council and City of York Council required to determine the best location for new school.

EGGB-Y Land west of Kellington Lane, Eggborough

Built development requirements within the plan period:

- Provide land for one new primary school of up to 420 places (2 forms of entry) requiring a site area of 2.14ha and S106 financial contributions for additional primary education and early years places to meet demand for additional places arising from the development. Phasing to deliver this school may be needed early in the development.

SELB-BZ Cross Hills Lane, Selby

Built development requirements within the plan period:

- Provide land for one new primary school of up to 420 places (2 forms of entry) requiring a site area of 2.14ha and S106 financial contributions for additional primary education and early years places to meet demand for additional places arising from the development. Phasing to deliver this school may be needed early in the development.

OSGB-N - Land south of Hull Road, Osgodby

Built development requirements within the plan period:

- This site is allocated for a Special Educational Needs and Disability school, the grounds of which will contain the school buildings, associated car parking provision and play areas for the children
- Provide vehicle, pedestrian and cycle access to the site from Hull Road and provide a pedestrian crossing point in the near vicinity across Hull Road.

11.15 There are also requirements for enhancements or school environments these include:

SHER-H Land adjacent to Prospect Farm, Low Street, Sherburn in Elmet

- Provide land for an additional drop off point for Athelstan Community Primary School.

CLIF-O Land north of Cliffe Primary School, Main Street, Cliffe

- Given the proximity to the school, an amenity/ recreational open space area is required to be provided on the south of the site.
- The school drop off point is required near the southern boundary of the site on Main Street, in order to improve highways safety in the area and for the convenience of existing and future residents of the village.

12. Sport, Recreation and Leisure

- 12.1 The provision of a variety of high quality, accessible recreational and leisure opportunities across Selby District is critical in addressing both the physical and mental wellbeing of the District's communities.
- 12.2 One of the primary planning principles of the National Planning Policy Framework (NPPF 2019) is to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs. This includes the need to protect "existing open space, sports and recreational buildings and land, including playing fields" (paras 99-100) and the identification of important green spaces by local communities and the protection of these facilities which can include playing fields (Paras 101-102).
- 12.3 Many spaces or facilities which seek to meet this provision can be multifunctional. For example, a sports pitch might also provide general amenity space for dog walkers; a church hall could be used for exercise classes and social clubs; public open space also provides wildlife and biodiversity benefits; and school sports pitches might be available to the wider community for out of hours provision.
- 12.4 There are challenges in identifying what the needs of a community are, as people's preferences for recreation vary. Not every person will want to play football or squash, some would like woodland or water environments or the provision of play equipment while others may be averse to these. These varied interests also impact on the viability of such facilities. While the council or parishes might run or maintain some facilities and spaces, others are dependent on communities, clubs and volunteers for their upkeep. It is not therefore viable to have a cricket pitch for example in every small village if there are not enough local members to support it.
- 12.5 While this means in some instances people might have to travel to reach a preferred service or provision, it is important that the market is not over saturated to ensure affordable upkeep of facilities. The most important factor is that facilities provided should be accessible to all sectors of the community so that everyone has opportunities, and no one is excluded. Where possible, facilities should be multi-functional opportunities to a wide range of people and interests and to assist in the facility's ongoing maintenance and viability.
- 12.6 Sport England, as a key advocate for the benefits of sport and recreation, have set out clear aims and objectives in terms of increasing participation in sport and physical activity. The health and wellbeing benefits delivered, are the key drivers for this and specific importance is recognised in getting targeting inactive community members and under-represented groups.
- 12.7 The Local Plan seeks to protect existing open space, sport and leisure and provide new recreational open space alongside new development. Where appropriate provision for new development might be directed to enhancing existing facilities. The evidence base to the Local Plan includes studies into open space provision, indoor and outdoor sports.
- 12.8 It is important that the population, which is currently active remains so, and critical that people who are currently inactive, become active. Sustaining and improving the general health of the local population will become increasingly relevant. Indoor and built facilities, and programmes of activity

therein, need to be capable of adapting to any changing demands and needs associated with demographic change.

12.9 The principal opportunity/challenge for Selby District is to ensure that its stock of facilities continues to be fit for the future. There is a need to balance the needs of the core market of people who already take part in sport and physical activity, with ensuring that the growth of existing or new activities which meet the needs of a more diverse and ageing population is enabled. The facility stock is generally found to be satisfactory and appears to meet the current needs of residents, although continued investment is required.

12.10 Current levels of sport and recreation provision across Selby District span a range of providers including public, private, education, voluntary and commercial sectors. A number of mechanisms have been used to quantify and recognise the quality and availability of green space across the District.

Green Space

12.11 The Council has undertaken a Green Space Audit which has identified a network of different facilities for use in sports recreation and leisure. This includes the existing provision of parks, amenity green space, natural and semi natural open space, children's play areas, young people's play areas and cemeteries.

12.12 In identifying local needs, an assessment of the District's demographic profile has helped to determine demand for certain types of space and Parish Councils were contacted and asked for their views on whether there was any additional requirements in their parishes. Smaller parishes such as Kelfield, Stillingfleet, and Ulleskelf recognised the need for childrens playing facilities. There was also a loss of the private facilities at Eggborough power station and a need to locate suitable land to replace these noted by Kellington Parish Council

Leisure Centres

12.13 There are fitness and leisure centres located at both Selby and Tadcaster, both of which are managed on behalf of the Council by Inspiring Healthy Lifestyles. These include the provision of a range of sporting and leisure opportunities. Facilities at Selby were brought up-to-date with the opening of an expanded swimming and leisure centre in early 2015 and skiing facilities have also been added.

12.14 Several smaller privately owned health and fitness facilities operate in the District and one national multiple fitness club operates in Selby Town. Some community halls also provide a range of indoor sports facilities. A number of educational facilities with sports halls and a range of facilities which are not always available to the broader community.

12.15 Selby Swans Gymnastics Academy has also identified the need to secure a longer lease at the current venue or find an alternative facility which meets its needs at which satisfactory long-term tenure can be negotiated.

- 12.16 The Council recognises the important role that its leisure facility stock plays in physical activity; health and wellbeing and is committed to its retention via the presumption (in Planning Policy) against any net loss of active sport and leisure facilities in the District.

Playing Pitches

12.17 The Local Plan evidence base identifies that for many sports, the current stock of pitches is presently meeting demand and is expected to do so in the future. However, there are current shortfalls on grass pitches for football, rugby league and rugby union. Future capacity issues are also identified for tennis and netball. There is an identified need to protect existing pitches even where not in use, in order to meet some of the projected future demands for this type of space.

12.18 The quality of provision also varies across the District. Many areas have previously been identified as having a large percentage of sites falling below the County average for quality outdoor sport. An improvement in the quality of pitches will improve the playing capacity for several sports. An increase in 3G pitch provision could also help reduce grass pitch shortfalls through the transfer of play, thus reducing overplay, which in turn can aid improvements to pitch quality through relieving levels of use and increasing access time for maintenance and improvement works.

12.19 The Indoor and Outdoor sports study identifies shortfalls for 3G pitches for football which cannot be alleviated unless new provision is created and identifies a requirement to increase quality of provision at specific sites and a need to explore the feasibility of future provision at strategic sites in Selby District, informed by the Selby Local Football Facility Plan.

Future Demand

12.20 Demand for community and sports facilities and physical activity opportunities will rise in areas where residential development is planned.

12.21 The Local Plan evidence base identifies a number of opportunities where there are gaps in existing provision, need for enhancements to existing facilities or opportunities for new facilities.

12.22 The Plan requires new recreational open space to be provided as part of all new development and these should take account of the evidence alongside assessments of local need.

12.23 The planned new provision should follow the principles of good design for the creation of multifunctional open space or facilities, ensure ongoing maintenance of the provision and be accompanied by robust community use agreements.

12.24 Specific proposals include:

STIL-D – Heronby

A new Country Park, as a major new open space in between Escrick and Heronby to the north of the new settlement boundary. This will be open to the public and provide a place for recreation and leisure on a large scale.

13. Natural Environment

- 13.1 The natural environment provides an essential resource for the physical and mental wellbeing of residents in the District, as well economic value in terms of agriculture and tourism, a home for wildlife (including many protected sites and species), and an essential resource for tackling climate change.
- 13.2 There are challenges with the natural environment in balancing competing demands and finding the best ways to protect, maintain and enhance the essential resources it provides. While some land uses, such as agriculture and recreation, protect the openness of areas, intensive use of the land for these functions can be damaging to the environment and the species that depend on it. Other challenges are produced through land instability, sources of pollution, or hazards such as flooding.
- 13.3 The Government and statutory bodies set national policies and guidance for conserving and enhancing the natural environment. Particularly through the National Planning Policy Framework (NPPF), Water Framework Directive, 25-year Environment Plan and Environment Act (2021). These include consideration of the intrinsic beauty and character of the countryside, valued landscapes, natural capital, biodiversity. ecosystems, water quality, geological value, soils and agricultural value.
- 13.4 Important aspects of this are the protection and restoration of designated sites, species, and water bodies. Selby has an extensive network of designated sites and assets including large areas of agricultural land, the undulating landscape of the Western Magnesian ridge, the lowland wetlands of the Humberhead levels, extensive river corridors, woodlands and recreational spaces which form an integrated network of green and blue corridors. These areas include many sites designated for their conservation value and interest.
- 13.5 There are a number of active interest groups and conservationists across the District who are already actively engaged in protecting and enhancing the environment. This includes the River Whent Project, where Yorkshire Wildlife Trust are working to restore habitat, provide direct and indirect benefits to wildlife and, in turn, impact positively on local people. Furthermore, Friends of Skipworth Common are undertaking a number of habitat restoration and enhancement projects across the site.
- 13.6 New woodland planting is being promoted nationally to enhance and maximise the benefits of tree coverage. The White Rose Forest Partnership is part of an initiative for a new Northern Forest to increase tree cover in the Leeds City Region.
- 13.7 The Local Plan sets out policies to protect, enhance, and promote the District's natural assets, as well as requirements to integrate the natural environment with development through design and restore and enhance biodiversity.

Future Development

- 13.8 A key element the of the Local Plan and national policy is the need to enhance the overall biodiversity values of the District.

- 13.9 A new system of natural environment spatial strategies and plans, to establish priorities, and map proposals, for specific actions to drive nature's recovery and provide wider environmental benefits are proposed in the form Local Nature Recovery Strategies (LNRS) and Local Nature Recovery Plans (LNRPs).
- 13.10 DEFRA are the Government department responsible for rolling out the organisational framework from these strategies, with guidance and support provided by Natural England. Selby District council will be a key partner in developing these strategies alongside a number of partner organisations and volunteer groups which include NYCC, The Wildlife trust, Selby Friends of the Earth, the White Rose Forest Partnership, Parish Councils, Friends of Skipwith Common, local wildlife groups and local communities.
- 13.11 All new developments in the District should play a key role in delivering enhancements to the natural environment and biodiversity. These enhancements should include on-site delivery of measures to protect biodiversity, help tackle the sources of climate change, and mitigate the impacts of it through good design and application of building with nature standards. Each proposed new development must also calculate its existing value (prior to commencement), in line with the latest Biodiversity metric and seeks to provide measures which will enhance this by at least 10%
- 13.12 Enhancements to biodiversity can be provided off site, through the restoration of habitats, creation of new ones, funding of existing planned schemes, or credits paid into environment banks.
- 13.13 The White Rose Forest Project has a target to increase tree canopy cover Selby District in both urban areas and as woodlands. As a signatory to the White Rose Forest Partnership, Selby District Council is facilitating the creation of a local group and will develop targets and an action plan for the District and contributions from development towards these targets will be collected.
- 13.14 The New Settlement at Heronby (STILL-D) is expected to deliver a new Country Park, including new woodland, meadow, and riparian habitats on a meaningful scale and interlinked with the surrounding area

Appendix 1

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Appendix 1: Infrastructure Delivery Schedule

This Infrastructure Delivery Schedule (IDS) has been prepared based on the knowledge available at its time of publication. The IDS provides a collated schedule of all known potential infrastructure projects.

The potential costs for future infrastructure and the proportion of funding to be met from those parties who have an interest in the delivery of the infrastructure will be updated in the IDS as the evidence on the infrastructure is finalised.

There may be a range of potential sources of funding for infrastructure within the IDS including use of Section 106 agreements, Section 278 agreements, use of Community Infrastructure Levy (CIL) or provision of land to provide infrastructure on; these are all shown as a 'developer' contribution.

Sources of funding that are additional to potential developer contributions may also become available to support delivery of the infrastructure included in the IDS. This could take the form of grants and loans via the public sector and other private investment. Projects included within the IDS cover a wide range of issues. Not all projects will be required over the life of the Local Plan and at this stage the majority of projects are not committed or formally required.

Table 1 : Infrastructure Delivery Schedule – Sustainable Transport

Ref	Project	Area Benefiting/ (Site leading delivery)	Cost	Funding Opportunities	Delivery Lead
Highway Infrastructure					
All sites must provide safe vehicular access to the site and will contribute to resolving relevant issues identified by highways modelling and transport assessments. Some specific schemes identified include:					
	New Road Bridge over Selby Dam Via Meadway	Selby Urban Area (SELB-BZ)	TBC	Developer Contributions	Developer
	New distributor Road connecting A63 Leeds Road via Meadway to Cross Hills Lane and Flaxley Road	Selby Urban Area (SELB-BZ)	TBC	Developer Contributions	Developer
	Upgrades to Cross Hills Lane	Selby Urban Area (SELB-BZ)	TBC	Developer Contributions	
	Improvements to Junction between Cross Hills Lane and Flaxley Road	Selby Urban Area (SELB-BZ)		Developer Contributions	

Ref	Project	Area Benefiting/ (Site leading delivery)	Cost	Funding Opportunities	Delivery Lead
	New roundabout at junction of Canal View/Canal Road and Bawtry Road	Selby Urban Area (SELB-B)		Developer Contributions	Developer
	New main distributor road from A63 bypass roundabout to centre of Olympia park site	(SELB-B)		Developer Contributions	Developer
	Escrick Bypass	Escrick/ Stillingfleet/ Heronby (STIL-D)		Developer Contributions	
	A64/A19 Junction Improvements	North of District			
	Crockey Hill/A19 Junction Improvements				
	Skipworth Road/A19 Traffic signal Improvements				
	New roundabout on A19 to facilitate vehicular access to New settlement at Heronby				
	Knottingley Link Road	West of District – Eggborough, Whitley Bridge	TBC	WYCC, Developer Contributions	Wakefield District Council
	Tadcaster Town Centre Regeneration Area - highways and junction alterations to accommodate an improved through-traffic route, improvements to				

Ref	Project	Area Benefiting/ (Site leading delivery)	Cost	Funding Opportunities	Delivery Lead
	Chapel Street; physical and restricted vehicle access along Westgate and Kirkgate to provide a new safe and attractive pedestrian priority and low-traffic area; and provide sufficient and suitably located				
Low carbon vehicle infrastructure					
	New Development Specific Electric Vehicle Charging points	District Wide	Est. £1000 per dwelling	Developer (building control regulations)	Developer
	Rural Area shared electric vehicle charging points (LEVI Bid)	Cawood and Fairburn – subject to funding		Bid submitted to DfT	NYCC
	On-street Electric Vehicle Charging	District Wide where commercially viable		Commercial Car charging providers	Commercial Car charging providers
	New underground car park beneath the new town green, to meet national and local parking standards including electric vehicle charging points and disabled parking bays (TADC-H)	Tadcaster			Developer
Buses					
	Enhancements to existing provision of services and	District Wide	Varied	NYCC, Bus Operators, Developer Contributions	

Ref	Project	Area Benefiting/ (Site leading delivery)	Cost	Funding Opportunities	Delivery Lead
	facilities in line with new developments				
	Rail Line improvements	District	TBC	Network Rail, Government Funding	Network Rail
	Selby Station - improvements - TCF - Rail Station Gateway project and policy S1	Selby Urban Area	TBC	Transforming Cities Fund	WYCA/ NYCC
	Whitley Bridge Rail Station Gateway improvements – (Inc. new parking facilities)	Eggborough/ Whitley Bridge	TBC	Developer contributions	Network Rail
	Improved Rail passenger information system	Eggborough/ Whitley Bridge	TBC	Developer Contributions	Network Rail
	New Railway Platform Waiting Shelters	Eggborough/ Whitley Bridge	TBC	Developer contributions	Network Rail
	New Rail Station Secure Cycle Storage	Eggborough/ Whitley Bridge	TBC	Developer contributions	Network Rail
	Improvements to levels of existing rail passenger services from Whitley Bridge Station to be fully investigated	Eggborough/ Whitley Bridge	TBC	TBC	Rail Network Operators
	Safeguarding of all existing railheads and sidings for potential freight transshipment (policy IC6 and EM1 and MWJP SO4)	District Wide	TBC	N/A	N/A

Ref	Project	Area Benefiting/ (Site leading delivery)	Cost	Funding Opportunities	Delivery Lead
Waterways					
	Safeguarding of all existing wharfs for potential freight transshipment (Policy IC6 and MWJP S04)	District Wide	TBC	N/A	N/A
	Creation of New Waterfront to Selby Canal with existing moorings retained	Selby Urban Area (SELB-AG)	TBC	Developer Contributions	Developer
Active Travel					
All sites are required to deliver new or enhanced connectivity to wider neighbourhoods, services, and existing public rights of way (Policies IC6 and IC7), some specific proposals include:					
	Improved pedestrian and cycle access to Selby town centre from Railway Station - TCF – Selby Station Gateway Project and Policy S1	Selby Urban Area	TBC	Transforming Cities Fund	Selby District Council
	Improvements to Barlby Road walking and Cycling route corridor (policy S2)	Selby Urban Area	TBC	Developer Contributions	Developers
	Interlinked cycleways and footpaths providing access to residential areas adjoining SELB - BZ	Selby Urban Areas (SELB-BZ)	TBC	Developer Contributions	Developers
	Pedestrian Route along Selby Dam River Corridor	Selby Urban Area (Selb-BZ)	TBC	Developer Contributions	Developers

Ref	Project	Area Benefiting/ (Site leading delivery)	Cost	Funding Opportunities	Delivery Lead
	linking to Selby Town Centre.				
	New Walking/Cycling Path along South Bank of River Ouse East of Selby Canal	Selby Urban Area (Selb-AG)	TBC	Developer Contributions	Developers
	Cycling and pedestrian access from Denison Road into Rigid paper site	Selby Urban Areas (SELB-AG)	TBC	Developer Contributions	Developers
	Conversion of bridge over canal into former rigid paper site to pedestrian and cycle access only	Selby Urban Area (Selb-BZ)	TBC	Transforming Cities Fund	NYCC
	Provide Cycling and Pedestrian access from canal view into Bawtry Road	Selby Urban Area (Selb-Z)	TBC	Developer Contributions	Developers
	Resurfacing of canal towpath to east of industrial chemicals site	Selby Urban Area (SELB-B)	TBC	LCWIP/ NYCC, Developer Contributions	Canal and Rivers Trust
	New Footway/ Cycleway on A19 between Ecrick Road and Carr Lane	Heronby , Ecrick Stillingfleet (STIL-D)	TBC	Developer Contributions	Developer
	Interlinked System of cycleways and footpaths linking Whitley Bridge Rail station and Eggborough centre through new site	Whitley Bridge, Eggborough, (EGGB-Y)	TBC	Developer Contributions	Developers
	New Signalised Pedestrian Crossing between Ecrick Road and Carr Lane	Heronby (STIL-D)	TBC	Developer Contributions	Developers

Ref	Project	Area Benefiting/ (Site leading delivery)	Cost	Funding Opportunities	Delivery Lead
	Network of Cycleways and footpaths throughout new settlement - connecting to Trans Pennine Trail, Stillingfleet and Escrick	Escrick, Heronby, (STIL-D) and Stillingfleet	TBC	Developer Contributions	Developer
	New multi-functional green space in Robin Hood Yard (and safe access to it for all users), for the purposes of linking the town centre to the riverside for pedestrians and cyclists (Policy T1 – Criterion 6 – Provide).	Tadcaster	TBC	Developer Contributions	Developer
	Policy T1 Criterion 9 - Enhance walking and cycling routes within the town centre and increase opportunities for sustainable transport by providing walking, cycling and bus infrastructure to link the town centre to residential and employment areas around the town and to allow longer distance, wider links to higher order centres for jobs and leisure activities for	Tadcaster		Developer contributions NYCC TCF bid?	Developer

Ref	Project	Area Benefiting/ (Site leading delivery)	Cost	Funding Opportunities	Delivery Lead
	local residents but also to attract visitors to support the town's services and facilities and cultural, tourist and shopping offers;				

Table 2: Infrastructure Delivery Schedule – Water

Ref	Project	Area	Cost	Funding Opportunities	Delivery Lead	Status
Water Supply						
	Reinforcement of Water Supply to New Settlement	New Settlement – Heronby (STILL-D)		Yorkshire Water 5 year advance plan	Yorkshire Water	
Wastewater Treatment						
	Waste Water Treatment enhancement	District Wide		Yorkshire Water, Developer Contributions	Yorkshire Water	
	A new waste water treatment works	Heronby (STIL-D)		Yorkshire Water, Developer Contributions	Yorkshire Water	
Flooding and Drainage						
	Sustainable Drainage Systems (SuDs) in association with new development	District Wide		Development Contributions	Developer, NYCC - as Lead Flood Authority	
	River Wharf Flood Defence Enhancements at Tadcaster		Approx £10,000	Environment Agency , NYCC, Government Bids,	EA	

Table 3: Infrastructure Delivery Schedule - Waste Services

Ref	Project	Area	Cost	Funding Opportunities	Delivery Lead	Status
	Collection of non-recyclable household waste and recyclable waste	District Wide		Local Authority, NYCC, Developer Contributions	NYCC	
	TADC-H Criterion 11 - The design and layout of the scheme to maintain access to the rear of existing adjacent properties on High Street and Kirkgate and to allow collection of refuse bins and recycling from the rear.	Tadcaster			Developer	

Table 4: Infrastructure Delivery Schedule – Energy (including Renewable Energy)

Ref	Project	Area	Cost	Funding Opportunities	Delivery Lead	Status
All sites should investigate the opportunity to deliver combined heat and power networks.						
	Drax Carbon Capture Scheme -	East of District				
	Yorkshire Green - National Grid Power Cable Enhancements	West of District		National Grid	National Grid	

	– to enable transfer of wind generated renewable energy into the national grid					
	Solar energy Generation on land to the south of railway Olympia Park West to power mill and provide carbon-free energy to the National Grid					
	Integration of renewable energy technology	Whitley Bridge, Eggborough (EGGB-Y)	TBC	Developer Contributions	Developers	

Table 5: Infrastructure Delivery Schedule – Education

Ref	Project	Area	Cost	Funding Opportunities	Delivery Lead	Status
	New Special Educational Needs and Disabilities School	Osgodby	TBC	Department for Education, NYCC – Local Education Authority, developer contributions	NYCC – Local Education Authority	Important
	New 2 form entry Primary School (Within plan period)	New Settlement – Heronby (STILL-D)	TBC	Department for Education, NYCC – Local Education Authority, developer contributions	Developer	Essential
	New 2 form entry Primary School	New Settlement	TBC	Department for Education, NYCC – Local	Developer	Essential

	(Beyond Plan Period)	– Heronby (STILL-D)		Education Authority, developer contributions		
	New 2 form entry Primary School	Eggborough (EGGB-Y)	TBC	Department for Education, NYCC – Local Education Authority, developer contributions	Developer	Essential
	New 2 form entry Primary School	Selby Urban Area (SELB-BZ)	TBC	Department for Education, NYCC – Local Education Authority, developer contributions	Developer	
	Existing Primary Schools capacity improvements and maintenance	District Wide	TBC	Department for Education, NYCC – Local Education Authority, developer contributions	NYCC	
	Existing Secondary schools Capacity improvements and maintenance	District Wide	TBC	Department for Education, NYCC – Local Education Authority, developer contributions	NYCC	
	New Secondary School Provision (Beyond Plan Period)	New Settlement Heronby (STIL-D)	TBC	Department for Education, NYCC – Local Education Authority, developer contributions	NYCC	

Table 6: Infrastructure Delivery Table Health and Adult Social Services

Ref	Project	Area	Cost	Funding Opportunities	Delivery Lead	Status
	New Primary Health Care Doctors (As part of new care village)	New Settlement – Heronby (STILL-D)	TBC	NHS Integrated Care Board, NHS Property Services, Developer contributions	Developer	
	Expansion of Beech Tree Surgery Scott Road Primary Care Provision	Selby Town	N/A or TBC?	NHS Integrated Care Board, NHS Property Services, Developer contributions	NHS	
	Expansion of Tadcaster Medical Centre	Tadcaster	N/A or TBC?	NHS Integrated Care Board, NHS Property Services, Developer contributions	NHS	
	New Extra Care independent living units to meet the needs of older people or those with learning disabilities	New Settlement – Heronby (STILL-D)	TBC	NYCC – Adult Social Services Provider, Developer Contributions	Developer	
	New Extra Care independent living units to meet the needs of people with learning disabilities	Cross Hills Lane (SELB-BZ)	TBC	NYCC – Adult Social Services Provider, Developer Contributions	Developer	
	New Extra Care independent living units to meet the needs of older people or those with learning disabilities	Eggborough (EGGB-Y)	TBC	NYCC – Adult Social Services Provider, Developer Contributions	Developer	

Table 7: Infrastructure Delivery Schedule – Digital and Telecommunications

Ref	Project	Area	Cost	Funding Opportunities	Delivery Lead	Status
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	Superfast Yorkshire phase 3 broadband roll-out and further extended coverage	District Wide		NYCC/ Superfast North Yorkshire	Superfast North Yorkshire	
	Full Fibre to Premises associated with new Development (Policy IC5)	District Wide		Developer Contributions	Developer	
	Shared Rural Network Expansion	District Wide		NYCC/ Shared Rural Network	NYCC	
	New Mobile Phone Masts associated with new Developments (Policy IC5)	District Wide		Developer Contributions	Developer	

Table 8: Infrastructure Delivery Schedule – Sport recreation and Leisure

Ref	Project	Area	Cost	Funding Opportunities	Delivery Lead	Status
All sites should look to provide recreational open space in line with identified deficiencies from the evidence base and the needs of the area. Site specific policies include:						
	Provision of New Recreational Open Space in association with development (Policy IC3)	District Wide	TBC	Developer Contributions	Developer	
	Interlinked system of amenity space connecting adjoining residential development to SELBY -BZ	Selby Urban Area (Selb-BZ)	TBC	Developer Contributions	Developer	
	New public Open space as part of	Selby Urban	TBC	Developer Contributions	Developer	

	Selby Dam River Corridor	Area (Selb-BZ)				
	New Landscaped areas around Pond to the east of Rigid Paper Site	Selby Urban Area (Selb-AG)	TBC	Developer Contributions	Developer	
	Comprehensive landscaping and delivery of multi-functional open spaces including formal recreation spaces, orchards, allotments and natural areas	Heronby (STIL-D)	TBC	Developer Contributions	Developer	
	TADC-H – allocated for a mix of uses; housing, underground car parking and a new town green - for the recreational needs of the occupiers of the housing scheme and wider public access).	Tadcaster	TBC	Developer Contributions	Developer	
	Provide multi-functional green space and biodiversity net gain along the southern edge of the site, to the south of Mill Lane along the river frontage, due to flood risk and to protect the important riverine landscape and historic setting of the town and provide public access to the river for health and well-being. TADC-I Criterion 10 -	Tadcaster	TBC	Developer Contributions	Developer	

	Improvements to Tadcaster Swimming Pool	Tadcaster	£350,000	Developer Contributions	Developer	Important
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Table 9: Infrastructure Delivery Schedule – Natural Environment

Ref	Project	Area	Cost	Funding Opportunities	Delivery Lead	Status
	White Rose Forest Project to increase Tree Cover in the district	District Wide				
All development should provide Biodiversity Net gain in line with Policy NE3. Some specific site-based requirements include:						
	Enhancements to the Selby Dam River Corridor to improve and create wildlife habitats	Selby Urban Area (SELB-BZ)			Developer	
	Provision of New Country Park including new woodland, meadow, and riparian habitats interlinked with the surrounding area	Heronby (STIL-D)			Developer	
	Landscaping to include natural habitat areas	Heronby S(TIL-D)			Developer	
	Provide multi-functional green space and biodiversity net gain along the southern edge of the site, to the south of Mill Lane along the river frontage, due to flood risk and to protect the important riverine landscape and historic setting of the	Tadcaster			Developer	

	town and provide public access to the river for health and well-being. TADC-I Criterion 10.					
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