



# North York Moors Local Plan

## Infrastructure Assessment

This document includes an assessment of the capacity of existing infrastructure serving the North York Moors National Park and any possible need for new or improved infrastructure to meet the needs of planned new development. It has been prepared as part of the evidence base for the North York Moors Local Plan 2016-35.

**January 2019**



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# Summary

1. This infrastructure assessment aims to address whether there is a need for new or improved infrastructure within the National Park as the result of:
  - Existing infrastructure shortfalls or deficits.
  - New development likely to come forward as anticipated in line with policies in the Local Plan.
2. The assessment will then inform the Authority's approach to seeking developer contributions to help fund any new infrastructure requirements.
3. It should be noted that this Infrastructure Assessment differs from ones produced by other Local Planning Authorities due to the area being a National Park, which means a lower quantum of new development will come forward than in most other areas. A typical Local Plan Infrastructure Assessment would look at the amount and location of new development that is planned to come forward and the resulting need for new infrastructure to support it. It would then estimate a cost of providing it. For example it would assess the need for new road junctions or school places to help support a major housing development and provide a breakdown of costs required for each within an Infrastructure Funding Statement.
4. Estimating infrastructure needs in any meaningful way is however difficult in the National Park context. The North York Moors National Park is subject to significant environmental constraints, including international nature conservation designations. It contains a sparse and dispersed population with few or no concentrations of sizeable development. For these a reasons the amount of new development likely to occur is small, and the forthcoming Local Plan is not proposing to allocate new land for development beyond that already allocated at Helmsley and Whitby Business Park.
5. In summary, this assessment has reviewed current infrastructure within the National Park and has concluded that due to the nature of the Park, and the low levels of development anticipated, the Authority does not expect any significant infrastructure requirements during the plan period resulting from the levels of developed proposed in future planning policy. The level of additional development predicted during the Local Plan period is likely to be modest and spread thinly compared to most other local planning authority areas and even other National Parks. It is therefore difficult to project exact numbers of units or floor space that can be expected. With the exception of Helmsley and Whitby Business Park, there are no allocations for new development in the forthcoming Local Plan that would trigger a need for infrastructure improvements or developer contributions. Consultation with local infrastructure providers has also not led to identification of any issues that will need to be addressed through management of new development.
6. There are however some known existing deficiencies in infrastructure which are unlikely to be resolved through new development, most notably around telecommunications and public transport. These are indicative of the North York Moors' very low population density, its socio-economic profile and its avoidance by strategic infrastructure corridors. The two biggest overall infrastructure issues will be responding to the growth needs of an ageing population; and overcoming difficulties with access to services that are increasingly being centralised and moved further away from the Park's residents.

# 1. Introduction

- 1.1 The North York Moors National Park Authority is preparing a Local Plan that will set the framework for planning decisions in the National Park over the next 15 years. As part of preparing the Plan, the Authority is required by national policy<sup>1</sup> and guidance to assess the need and make provision for new infrastructure, specifically for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy.
- 1.2 The principal reason for producing assessments is to provide evidence so that the local planning authority is justified in seeking financial contributions from developers to mitigate any additional burden on existing infrastructure caused by new development. However, it is important to note that other factors can influence the demand and need for infrastructure, apart from new development, for example pre-existing deficiencies or shortfall in provision and changing demographics, technology and lifestyles. Whether the development anticipated as a result of the forthcoming Local Plan's policies will give rise to the need for new or improved infrastructure is the main focus of this report, and whether any existing deficiencies can be remedied.
- 1.3 Specifically, planning guidance<sup>2</sup> requires plan-making Authorities to :
- Assess the quality and capacity of infrastructure, and its ability to meet forecast demands. Where deficiencies are identified, policies should set out how those deficiencies will be addressed; and
  - Take account of the need for strategic infrastructure, including nationally significant infrastructure, within their areas.
- 1.4 The government also recommends that when preparing a plan strategic policy-making authorities use available evidence of infrastructure requirements to prepare an Infrastructure Funding Statement. This should set out the anticipated funding from developer contributions, and the choices local authorities have made about how these contributions will be used.
- 1.5 This document is structured as follows:
1. *Current infrastructure.* This section outlines current provision of key infrastructure types and whether there are any deficiencies.
  2. *Spatial Portrait.* For context, this section describes the geography of the National Park
  3. *The New Local Plan and the Need for New Infrastructure.* This section explains the new Local Plan's 'Spatial Strategy', *i.e.* the strategy for steering future development. It assesses the likely types and levels of new development which may arise from policies in the Local Plan and whether this will trigger a need for new strategic infrastructure.
  4. *How is infrastructure funded?* - This section looks at how the organisations and mechanisms through which new infrastructure is funded.

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<sup>1</sup> National Planning Policy Framework, Paragraph 20.

<sup>2</sup> Planning Policy Guidance on plan/making, Paragraph: 056 Reference ID: 61-056-20180913

5. The *Infrastructure Funding Statement*. This section contains a table showing known or required investment in new infrastructure in the National Park.
6. *Conclusions* – This section assesses whether the Authority needs to seek any additional contributions from developers to meet any anticipated infrastructure shortfalls.

1.6 For the purpose of this report infrastructure includes:

- Roads and Public transport;
- Schools and other education/childcare provision;
- GP surgeries and other healthcare facilities;
- Social care facilities;
- Energy supply and distribution;
- Telecommunications,
- Flood defences and Surface Water Drainage;
- Water and wastewater supply/disposal;
- Emergency services;
- Sports and recreational facilities;
- Cultural institutions like libraries and museums;
- Waste processing & disposal facilities

## 2. Spatial Portrait



- 2.1 The use and demand for infrastructure is heavily influenced by the geography of an area, the pattern of development within it and the pressure put upon infrastructure by its residents, businesses and visitors. This section therefore quickly explains the geography and pattern of existing development of the National Park.
- 2.2 The main point to note is that the North York Moors National Park is deeply rural in its nature. It covers a total area of 1,436 square kilometres and is home to around 23,300 residents<sup>3</sup>. The population is sparse and scattered. At the time of the last census in 2011 out of 306 local planning authority areas in England the North York Moors National Park was the fourth most sparsely populated with only 0.16 people per hectare. Only Northumberland, the Yorkshire Dales and Exmoor were more sparsely populated. The North York Moors therefore contains very little development. Its single town, Helmsley straddles the boundary, with around half of the town lying outside the National Park boundary in Ryedale. The town lies at the south-west edge of the National Park and is home to around 1,530 people<sup>4</sup>. More than 95% of the National Park's population live in dispersed villages or in the open countryside<sup>5</sup>. Many of the bigger villages such as Sleights, Swainby, Osmotherley, Thornton-le Dale, West and East Ayton and Ampleforth are located on its edges, and some villages such as Ampleforth and Thornton le Dale lie partly outside the National Park.

<sup>3</sup> ONS 2016 Mid-Year Population Estimate

<sup>4</sup> 2014 Mid-Year Estimate, North Yorkshire County Council.

<sup>5</sup> No proportionate split of population at Helmsley is available – calculation assumes half are within the National Park.



- 2.3 Around 14% of the National Park's area lies within the Redcar & Cleveland local authority area with the remainder within the North Yorkshire County Council area. These Authorities are responsible for providing some infrastructure services with the National Park, particularly roads, schools and flood defence. Redcar & Cleveland Borough Council, together with the borough of Scarborough and the districts of Hambleton and Ryedale provide waste collection services.

### 3. Current Infrastructure

- 3.1 This section sets out the current stock of main infrastructure in the National Park, the bodies responsible for providing and maintaining it and whether there is considered to be any existing shortfalls or deficiencies.

#### Roads and Car Parking

##### *Roads*

- 3.2 The total length of (surfaced) highway within the National Park is 1058km (657 miles). Major roads as defined by the 'strategic road network' (SRN), i.e. motorways and the most significant 'A' roads are the responsibility of Highways England, however the National Park does not contain any such roads, the nearest being the A19 Dishforth to North Tyneside route which directly connects into the national park at three locations:

- A19/ A172; a connection to the A172 which leads into the north west of the national park connecting to Ingleby, Swainby and Carlton-in-Cleveland.
- A19/ A684 / Clack Lane; slip roads to the A684, which connects to the Clack Lane, west of Osmotherley
- A19/unnamed road; priority junction to the west of Thimbleby

- 3.3 All other public roads are the responsibility of North Yorkshire County Council or Redcar & Cleveland Borough Council. There are only three main 'A' roads, two of which run around the edges of the National Park - the A170 runs along the southern boundary linking Helmsley and the villages at the foot of the Tabular Hills through to Scarborough and the A171 is the main coastal route through the east side of the Park linking Scarborough, Whitby and Guisborough. The A169 links Whitby and Pickering. There are two other through roads used to travel across the North York Moors. The B1257 links Helmsley and Stokesley through Bilsdale and Chop Gate and the Blakey Ridge road runs north to south through the heart of the Park from Castleton to Hutton-le-Hole.

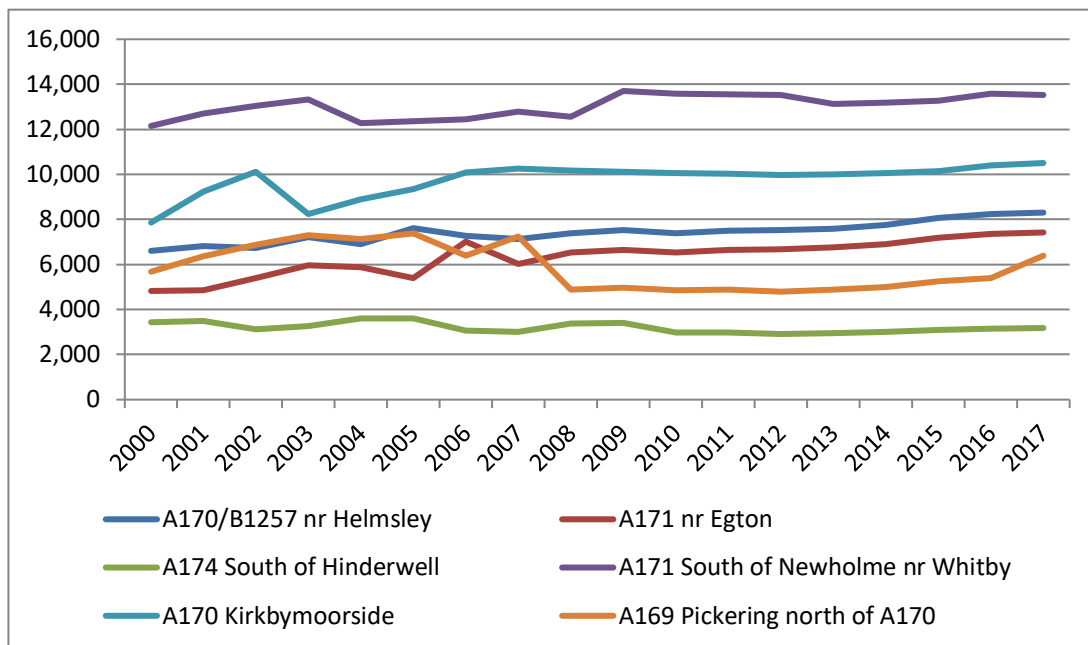
- 3.4 Road lengths by classification are:

- A roads - 93km (58 miles)
- B roads - 41km (25 miles)
- C roads - 397km (247 miles)
- U roads - 527km (327 miles)

- 3.5 The Department for Transport (DfT) maintains a database of Annual Average Daily Traffic (AADT) flows recorded on major highway links throughout the United Kingdom. Annual average daily flow (AADF) is the number of vehicles estimated to pass a given point on the road in a 24-

hour period on an average day in the year. The information provided in the following table and graph illustrates the two-way average daily traffic demand on each of the receptors detailed above over the period 2000-2017<sup>6</sup>.

Year	A170/ B1257 nr Helmsley	A171 nr Egton	A174 South of Hinderwell	A171 South of Newholme nr Whitby	A170 Kirkbymoorside	A170 Pickering	Total
2000	6,605	4,825	3,432	12,151	7,860	5,693	<b>40,566</b>
2001	6,831	4,860	3,490	12,716	9,230	6,373	<b>43,500</b>
2002	6,738	5,388	3,110	13,031	10,126	6,865	<b>45,258</b>
2003	7,213	5,971	3,254	13,340	8,240	7,292	<b>45,310</b>
2004	6,892	5,893	3,605	12,285	8,889	7,124	<b>44,688</b>
2005	7,608	5,389	3,598	12,353	9,361	7,381	<b>45,690</b>
2006	7,278	7,028	3,064	12,457	10,087	6,398	<b>46,312</b>
2007	7,124	6,030	3,016	12,799	10,250	7,248	<b>46,467</b>
2008	7,380	6,534	3,368	12,556	10,182	4,896	<b>44,916</b>
2009	7,529	6,659	3,418	13,704	10,126	4,980	<b>46,416</b>
2010	7,380	6,541	2,971	13,581	10,052	4,864	<b>45,389</b>
2011	7,511	6,660	2,972	13,569	10,023	4,884	<b>45,619</b>
2012	7,531	6,689	2,913	13,526	9,982	4,793	<b>45,434</b>
2013	7,591	6,748	2,949	13,124	10,008	4,877	<b>45,297</b>
2014	7,769	6,908	3,019	13,173	10,053	5,012	<b>45,934</b>
2015	8,072	7,191	3,087	13,281	10,156	5,243	<b>47,030</b>
2016	8,246	7,357	3,155	13,579	10,402	5,386	<b>48,125</b>
2017	8,304	7,422	3,180	13,518	10,505	6,395	<b>49,324</b>
<b>Change</b>	<b>+25.7%</b>	<b>+53.8%</b>	<b>-7.3%</b>	<b>+11.3%</b>	<b>+33.7%</b>	<b>+12.3%</b>	<b>+21.6%</b>



### 3.6 Care needs to be exercised when using this data because firstly counts are a mixture of manual

<sup>6</sup> Figures are made up of counts and estimates, figures for later years tend to be estimates.

counts, automated counts and estimates. For example, data for the A196 at Pickering shows lower levels of traffic over the period 2008 to 2016 at a time when counts were estimates, whereas the years 2007 and 2017 were manual counts and showed higher numbers. Picking particular years for data series endpoints can pick up an unusually high or low flow compared to averages which could be the consequence of a particular event attracting visitors or road closures or works. The data does however show that the busiest road in the National Park is the A171 just west of Whitby. This is likely due to a combination of both commuter and tourism traffic travelling into Whitby. On average, there was a 21.6 % increase in traffic over the period 2000-2017 although it varies between routes.

### *Car Parks*

3.7 The National Park Authority owns and operates ten car parks:

<b>Car Park</b>	<b>Capacity</b>
Thornton le Dale	200 cars, 8 coaches
Hutton Le Hole	140 cars, 3 coaches
Chop Gate	50 cars, 2 coaches
Goathland	57 cars, 4 coaches
Grosmont	140 cars, 3 coaches
Low Mill (Farndale)	15 cars
Newton Under Roseberry	60 cars
Saltergate	80 cars
Sutton Bank National Park centre	200 cars 3 coaches (permission granted March 2018 for reconfiguration involving an additional 84 spaces)
The Moors Centre, Danby	70 cars (main car park), 60/70 cars (overflow car park)

3.8 In addition the District and Borough and County Councils operate the following car parks within the National Park:

<b>Car Park</b>	<b>District/Borough</b>	<b>Capacity</b>
Bank Top, Staithes	Scarborough Borough	118 cars and 4 coaches
Bank Botton, Runswick Bay	Scarborough Borough	80 cars

Car Park	District/Borough	Capacity
Bank Top, Runswick Bay	Scarborough Borough	60 cars
Cleveland Way Car Park, Helmsley	Ryedale District	156 cars
Station Car Park, Robin Hood's Bay	Scarborough Borough	207 cars, 4 coaches
Town Square, Helmsley	Ryedale District	83 cars
Whitby Park and Ride	North Yorkshire County Council	450 cars

- 3.9 There are other car parks in the National Park operated by other organisations most notably the Forestry Commission at Dalby Forest, and car parks belonging to or managed by the National Trust, Historic England and some Parish Councils.
- 3.10 On the whole, traffic flows within the National Park on the larger 'A roads' rarely cause problems or delay. Roads can be busy, especially during the summer, however it cannot be said that congestion impedes movement. There are a few exceptions – traffic can queue when travelling into Whitby in the Aislaby area and although not in the National Park traffic can slow moving through Pickering on the A170. The other occasional problem area is the A170 at Sutton Bank, which forms the main western entrance to the National Park. This climbs 160 metres from the Vale of York to the top of the North York Moors in under one mile and has three sections of steep 1:4 (25%) inclines along its length. On average, over 120 goods vehicles per year fail to make the ascent and require police assistance to proceed, causing blockages and delay.
- 3.11 There are however some known traffic issues on smaller roads, including localised traffic flow issues, often in connection with tourist traffic movements, narrow streets and lack of car parking. Consultation responses, feedback and local knowledge can identify the following (this is not intended as an exhaustive list):
- Some villages have a narrow main street, which can result in room for a single car only travelling on the highway, due to parked cars. Examples include Ampleforth, Castleton, Egton, Fylingthorpe, Osmotherley and Rievaulx.
  - Some villages or locations attract a high volume of tourists which can result in parking difficulties and localised congestion, particularly in summer months or during particular events. Examples include Farndale (in the spring), Goathland, Grosmont, Helmsley (weekends and market days), Osmotherley, Robin Hoods Bay, Runswick Bay, Staithes, Sutton Bank (during events) and Thornton le Dale.
- 3.12 The Authority recognises that parking is an issue in some areas and hence Policy CO3 of the Local Plan is supportive of new parking facilities where that is the only way of solving identified problems.
- 3.13 Prior to the preparation of the Preferred Options draft of the Local Plan, Highways England commented<sup>7</sup> that there is no concern and that the Agency remained satisfied that the proposed

<sup>7</sup> Response to Preferred Options Consultation, October 2018.

level of housing development would generate a relatively low number of extra vehicle trips. Given the distance Helmsley is from the strategic road network and scale of the proposed development in Helmsley, it is unlikely this development would pose a significant concern to Highways England, and that the lack of specific allocations for other major developments within the National Park means there are no other concerns.

- 3.14 NYCC advised<sup>8</sup> that the impact of future development upon the existing highway network and of adoption of any new highway can be dealt with during the planning process associated with each specific development, and this would have to be the case given that the plan does not propose any specific new designated locations for future development.
- 3.15 In conclusion, it is not considered that there are any outstanding or future strategic capacity issues on the road network, however there are localised traffic flow and parking issues in some areas. These will need to be considered when assessing the merits of development at the planning application stage.

### Buses

- 3.16 Dedicated bus infrastructure in the National Park is limited. There are no bus stations, only a combination of roadside laybys, shelters, marked bays and associated signage. The majority of local bus services (including school services) are provided by the private sector on a commercial basis, however North Yorkshire County Council subsidise some additional services, including many in the National Park that would otherwise be commercially unviable. The need for the County Councils to realise significant financial savings threatens to impact heavily on some services. Spend on bus services in North Yorkshire fell from £7,939,321 per annum in 2010 to £1,486,830 between 2010 and 2018, a fall of 83%, although there was a rise of 9% between the 2017/18 and 2018/19 budget<sup>9</sup>.
- 3.17 Daily services include:
- Coastliner and Transdev York - Including the 840 Coastliner service, voted Britain's most scenic bus route in 2018<sup>10</sup>. Services run from Leeds, Tadcaster, York, Easingwold and Malton, and serve Helmsley, Kirkbymoorside, Pickering, Thornton le Dale, Goathland and Whitby.
  - Arriva - serving the northern part of the National Park, regular services from Middlesbrough to Scarborough via Guisborough, Whitby and many villages, including Robin Hood's Bay. X4 serves villages north of Whitby including Sandsend, Runswick Bay, Staithes and Saltburn by the Sea through to Middlesbrough.
  - East Yorkshire Motor Services (EYMS) - the 128 Service runs seven days a week from Scarborough to Helmsley.
- 3.18 A 'Local Link' bus service also links Easington to Loftus and Skelton and is operated by Redcar and Cleveland Borough Council.
- 3.19 Community and volunteer-operated bus services do operate in the North York Moors and fill some of the gaps left where County Council subsidies do not reach. The main service is the Moorsbus. The Moorsbus began in the 1980s and by 2000 there were 18 vehicles providing the

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<sup>8</sup> Response to Preferred Options Consultation, October 2018.

<sup>9</sup> Campaign for Better Transport (2018), Buses in crisis - A report on bus funding across England and Wales 2010 - 2018

<sup>10</sup> Online poll of bus users, sponsored by Bus Users UK

Moorsbus Network under the liveries of ten different operators. The service was originally substantially funded by the National Park Authority; however since 2014 this has not been possible due to funding cutbacks. It is now run by a group of dedicated volunteers, with costs met through a combination of fares and donations

- 3.20 Moorsbuses provide the only public transport access to large swathes of the North York Moors National Park, including the two National Park visitor centres at Danby and Sutton Bank as well as Dalby – The Great Yorkshire Forest. It runs on seven routes between May and September on Sundays and Bank Holidays, and can transport passengers from outlying centres of Thirsk, Stokesley, Whitby, Redcar, Guisborough, Saltburn, Whitby and Pickering into the heart of the Moors.

## **Rail**

- 3.21 Rail services within the National Park are very limited. There are two linked rail routes within the National Park. The Esk Valley Line runs for 35 miles from Middlesbrough to Whitby, stopping at Battersby, Kildale, Comondale, Castleton Moor, Danby, Lealholm, Glaisdale, Egton, Grosmont and Sleights. One direct train a day connects directly from Newcastle.
- 3.22 North Yorkshire Moors Railway steam trains also operate between Grosmont and Pickering, with the line branching off from the Esk Valley line, along an 18-mile stretch through Newtondale Gorge. Trains stop at Grosmont, Goathland, Newton Dale Halt, Levisham and Pickering. The line is the country's most popular heritage railway. The route was first opened in 1836 as the Whitby and Pickering Railway to help halt the decline of Whitby and closed in 1965 as part of the 'Beeching' review. It was then reopened in 1973 by the North York Moors Historical Railway Trust Ltd. The line is closed in much of the winter months as the line serves a tourism and recreational market.

## **Rights of Way**

- 3.23 There are over 1,400 miles of public rights of way within the National Park. Responsibility for maintenance of all public rights of way (PROW) has been delegated to the National Park Authority from North Yorkshire County Council. The network forms a resource which offers considerable opportunities for visitors and residents to enjoy the countryside and the special qualities of the North York Moors, and their existence directly supports the National Park second purpose.
- 3.24 Most of the Cleveland Way National Trail (one of 15 National Trails in England and Wales) is within the National Park. The full route is 109 miles. Part of the new England Coast Path National Trail forms part of the Cleveland Way. There are two other long distance walks – the 40 mile Lyke Wake Walk also crosses the National Park from Osmotherley in the west to Ravenscar on the east coast, passing the Lion Inn at Blakey Ridge and the coast to coast long distance trail cross the National Park from Ingleby Arncliffe to Robin Hood's Bay. All routes, together with other rights of way attract considerable numbers of visitors each year.
- 3.25 The National Park is also home to many rights of way that are open to mountain bikers, including trail centres at Sutton Bank and Dalby Forest.
- 3.26 Resources for maintenance of rights of way are allocated through the Authority's business planning process. In addition, a considerable amount of maintenance and upkeep is undertaken by volunteers.

## Schools and other educational facilities

3.27 There are no secondary schools in the National Park. The main secondary (ages 11-18) school serving the National Park is Lady Lumley's School at Pickering, with 852 pupils at January 2018. Other schools closest to the National Park Boundary are Laurence Jackson School at Guisborough, Scalby School, St Augustines, Scarborough University Technical College at Scarborough, George Pindar Schools at Eastfield, and Caedmon College and Eskdale School, Whitby.

3.28 The National Park does have a network of smaller primary schools. Many are running significantly under capacity.

	Schools	Age Range	Net Capacity	Number on Roll (May 2017)	% Capacity
1	Bilsdale Midcable Chop Gate CE VC Primary	4 to 11	42	13	31%
2	Carlton and Faceby CE VA Primary	4 to 11	50	44	88%
3	Castleton CP	4 to 11	56	37	66%
4	Danby CE VC	4 to 11	70	39	56%
5	East Ayton CP	4 to 11	210	203	97%
6	Egton CE VA Primary	4 to 11	56	53	95%
7	Fylingdales CE VC Primary	4 to 11	104	75	72%
8	Glaisdale Primary	4 to 11	56	40	71%
9	Goathland Primary	4 to 11	49	23	47%
10	Hackness CE VC Primary	4 to 11	56	73	130%
11	Hawsker cum Stainsacre CE VC Primary	4 to 11	84	57	68%
12	Helmsley CP	3 to 11	168	105	63%
13	Ingleby Greenhow CE VC Primary	4 to 11	70	40	57%
14	Lealholm Primary	4 to 11	56	29	52%
15	Lythe CE VC Primary	3 to 11	105	77	73%
16	Oakridge CP, Hinderwell	3 to 11	56	45	80%
17	Osmotherley Primary School	4 to 11	70	42	60%
18	Rosedale Abbey CP	4 to 11	52	13	25%
19	Sinnington CP	4 to 11	84	68	81%
20	St. Hedda's RC Primary, Egton Bridge	4 to 11	51	27	53%
21	Staites, Seton CP	3 to 11	105	81	77%
22	Thornton le Dale CE VC Primary	4 to 11	143	152	106%
	<b>TOTAL</b>		<b>1793</b>	<b>1336</b>	<b>70%</b>

3.29 There are also other primary schools close to the National Park Boundary, for example at Ampleforth, Gillamoor, Guisborough, Kirkbymoorside Nawton, Pickering, Ruswarp, Scalby, Scarborough, Skelton, Sleights, Whitby and Wykeham.

- 3.30 North Yorkshire County Council advises that in a small village where a Rural Exception Site is developed consisting of six houses this would likely result in a yield of either one or two additional children of primary age. Developments yielding one or two pupils i.e. of the types anticipated in the National Park in the future are therefore unlikely to make a significant difference to a school's sustainability. Across the whole national park across the entire planning period NYCC project that the plan is likely to yield 92 additional pupils (excluding those in Helmsley). With over 350 surplus school places within the park at present and this projected to increase then the proposed quantity of housing is unlikely to have a major impact on the sustainability of primary provision in the Moors. There have been instances in North Yorkshire where small schools have proved unsustainable for educational and financial reasons linked to falling pupil numbers.
- 3.31 Two schools (Egton & Thornton le Dale are currently over capacity In Infrastructure planning terms this is insignificant as the two schools would have the ability to accommodate the small number of additional children over the course of time . Although improved facilities would always be welcomed, there would be no requirement for capital investment to meet the predicted demand.
- 3.32 Additional capacity at Helmsley Community Primary School was also forecast to be needed at the time of the preparation of the Helmsley Local Plan in 2014. A figure of £250,000 was identified for a possible new classroom based on a pupil forecast suggesting a shortfall of 27 places by 2017/18. 63 places are now available and the school is now running under capacity. There is therefore currently no infrastructure deficit in relation to school provision. Should this change following further new housing development the provision of additional facilities at Helmsley is included within the 'Regulation 123' list of possible infrastructure needs under Ryedale District Council's Community Infrastructure Levy.

## Health

- 3.33 The North York Moors area is covered by four Clinical Commissioning Group (CCG) areas; Scarborough and Ryedale CCG, the Vale of York CCG, Hambleton, Richmondshire and Whitby CCG and the South Tees CCG (although there are no NHS Services within the South Tees CCG area within the National Park, there are two surgeries in Guisborough). Clinical Commissioning Groups replaced Primary Care Trusts in 2013.
- 3.34 Clinical Commissioning Groups (CCGs) commission most of the hospital and community NHS services in the local areas for which they are responsible. Commissioning involves deciding what services are needed for diverse local populations, and ensuring that they are provided. This includes commissioning services from General Practice Surgeries.
- 3.35 There are five GP surgeries within the National Park, at Danby, Egton, Helmsley, Robin Hood's Bay and Staithes, there are however numerous practices outside the National Park and close to the boundary. The table below shows numbers of GPs working in and patients registered with surgeries in and around the National Park at March 2018.

March 2018.	Patients	GPs	FTE GP Staff per 100,000 population	FTE GP Staff per 100,000 population for CCG Area	FTE GP Staff per 100,000 population for England	Percent difference
<b>Hambleton, Richmond and Whitby CCG</b>						
Egton Surgery*	2363	2	74	66	51	145.1%



<b>March 2018.</b>	<b>Patients</b>	<b>GPs</b>	<b>FTE GP Staff per 100,000 population</b>	<b>FTE GP Staff per 100,000 population for CCG Area</b>	<b>FTE GP Staff per 100,000 population for England</b>	<b>Percent difference</b>
Sleights and Sandsend Medical Practice	5155	5	75	66	51	147.1%
Staithe Surgery*	2819	3	118	66	51	231.4%
The Danby Practice*	2377	2	n/a	66	51	n/a
Thirsk Doctors Surgery	7092	6	71	66	51	139.2%
Topcliffe Surgery, Thirsk	1376	3	73	66	51	143.1%
Whitby Group Practice (Robin Hood's Bay) *	14409	3	96	66	51	188.2%
<b>Scarborough and Ryedale CCG</b>						
Ampleforth & Hovingham Surgery	3932	4	95	53	51	186.3%
Ayton and Snainton Medical Practice*	8498	8	90	53	51	176.5%
Eastfield Medical Centre, Scarborough	8072	6	71	53	51	139.2%
Hackness Road Surgery, Scarborough	3392	4	73	53	51	143.1%
Scarborough Medical Group	13934	8	58	53	51	113.7%
<b>Vale of York CCG</b>						
Helmsley Surgery*	3310	2	59	55	51	115.7%
Kirkbymoorside Surgery	5928	2	66	55	51	129.4%
Pickering Medical Practice	10580	6	71	55	51	139.2%
<b>South Tees CCG</b>						
The Garth Surgery, Guisborough	10831	9	58	47	51	113.7%
Woodside Surgery, Loftus	6462	2	45	47	51	88.2%

**Source: NHS Digital. FTE = Full Time Equivalent.**

(\* within the National Park boundary)

3.36 This shows that when looked at in terms of patients per 1000 population all but one surgery has more patients per doctor than the national average. Information in the 2016 Scarborough Borough Council Infrastructure Study and Delivering Plan indicates that Department of Health standard for GP provision is 1800 patients per GP; however the latest data indicates 1500 patients per GP, recognising the complexity of health issues associated with an ageing population. Only one surgery in the National Park exceeds this standard with 1,655

patients (Helmsley), although several do outside the National Park. The 2018 Update to Ryedale District Council’s Infrastructure Delivery Plan concluded that there was additional need for primary care services in the town. The Scarborough study did identify a need for additional GP services within the Borough following anticipated housing growth.

- 3.37 In practice, GP provision is demand led, with GP practices setting up and recruiting if and when there is a need. In effect GP practices are small businesses responding to demand, rather than a type of infrastructure that is directly funded through taxpayer or developer contributions. Further health care development will be dependent on population growth. All GP surgeries in the National Park are accepting new patients.
- 3.38 According to the 2011 Census there are an average of 2.26 persons per household in the National Park, so an additional 551 houses could in theory generate an additional 1,245 people over the period 2014-35, however this is likely to be ‘offset’ by an otherwise declining population. According to demographic work undertaken as part of the Authority’s Strategic Land Availability Assessment there will be 1,070 fewer people in the National Park in 2035 compared to 2014<sup>11</sup>.
- 3.39 It should be noted however that the same population projections show an ageing population – there is projected to be a 49% increase in people aged over 75 over this same period (an increase of 1,331 people) and all population ‘loss’ is attributed to those under 60. The healthcare needs of older people are more complex and resource intensive.

Age group	Population 2014	Population 2035	Change in population	% change from 2014
Under 15	2,877	2,144	-733	-25.5%
15-29	2,974	2,904	-70	-2.4%
30-44	3,119	2,003	-1,116	-35.8%
45-59	5,628	4,048	-1,580	-28.1%
60-74	5,894	6,992	1,098	18.6%
75+	2,734	4,065	1,331	48.7%
Total	23,226	22,156	-1,070	-4.6%

Source: GLH and JGC Demographic Modelling

- 3.40 Overall it is not possible to identify any additional infrastructure requirements for healthcare arising from new development, however the changing demographic structure may place additional burden on existing services.
- 3.41 There is only one dentist surgery within the National Park boundary (at Robin Hood’s Bay) however one is located just the other side of the boundary at Bondgate, Helmsley. Both are taking new (non NHS) patients. Other dentists are available just outside the National Park boundary at Pickering, Kirkbymoorside, Whitby, Stokesley, Loftus, Thirsk and Guisborough.

### Care for Older People

- 3.42 The table above shows that by 2035 18% of the National Park’s resident population are expected to be aged 75 or more and 50% will be over 60. Although many older people live perfectly healthy and active lives, inevitably there are some who have care and support needs that cannot be adequately catered for by mainstream housing.

<sup>11</sup> G L Hearn and JGC demographic Modelling, baseline projection.

- 3.43 Adult social care is predominantly delivered through North Yorkshire County Council (NYCC), supported by the voluntary sector and some private business. Redcar and Cleveland Borough Council also operate some Extra Care Homes, but not within or in close proximity to the National Park.
- 3.44 North Yorkshire County Council operates or regulates most elderly care provision within and close to the National Park. NYCC directly operates care homes at Malton, Pickering and Whitby and run an approval process for around a further sixty-three private care homes close to the National Park. Redcar and Cleveland Borough Council also operate care homes in Saltburn, Redcar and Loftus. The only two residential care homes within the National Park are at Hutton Buscel and Robin Hood's Bay.
- 3.45 There has been a move away from traditional 'care home' provision towards an extra-care model, enabling older people to live more independent lives while benefitting from the peace of mind of having care and support on hand. 'Extra Care' constitutes self-contained homes with design features and support services to enable self-care and independent living. In this way, although they may give rise to site-specific infrastructure requirements, they will also relieve the burden on stretched health and social care services by promoting greater resilience and enhancing some services.
- 3.46 With the exception of Esk Moors Lodge, schemes tend to range in size from 40 – 70 units depending on the location and include communal space, which provides residents and the wider community with facilities such as restaurants, lounges, hairdressers and assisted bathrooms. Accommodation is usually self-contained apartments but increasingly some schemes include bungalows. Tenure of schemes varies from rental only to schemes where there is a mixed tenure of rental, shared ownership and outright sale units.
- 3.47 There are extra care schemes near to the National Park at Norton, Pickering, Stokesley, and three operational schemes in Scarborough and a further scheme in development which is due for completion in autumn 2019. There is also one operational scheme in Thirsk and a further scheme in nearby Sowerby. Esk Moors Lodge extra care scheme at Castleton is located within the National Park.
- 3.48 In 2015 North Yorkshire County Council adopted the "Care and Support Where I Live Strategy" which sets out the Council's proposals for the transformation of services to ensure that people can remain safe and independent in their own homes and improve the amount and quality of the accommodation with care and support across the County by 2020. To date there are 22 operational extra care schemes across the County which provide 1117 units of accommodation. The aim of the Strategy is to roll out extra care housing in every major town in North Yorkshire where practicable. There are several schemes currently in the development stage including Bransdale View, Helmsley.
- 3.49 The Esk Moors scheme at Castleton may provide a model for the future delivery of care in a highly rural location. The development opened to new residents in January 2009. The £3.6 million scheme was developed through a partnership between North Yorkshire County Council, Scarborough Borough Council, Abbeyfield (owner and landlord) and the local community. The scheme provides 12 apartments for rent to people who live in or have a local connection with the Upper Esk Valley area along with a range of other facilities. These facilities include the Bradbury Community Centre, which operates as a 'community hub' where meals, activities, events and services can be accessed and used by both residents and the wider community. The scheme was funded by a mixture of funding raised by Abbeyfield and the local community, a Homes England grant and funding from the County Council and Scarborough Borough Council.
- 3.50 Overall, it is considered that outside Helmsley (where a 64-unit scheme is under construction) the rural nature of the National Park does not lend itself to accommodating larger Extra Care

schemes. There may be some scope for developing small-scale schemes in villages on an exceptional basis, similar to the Castleton scheme. Future schemes would likely to be public sector led and would likely be delivered as 'exceptions sites', hence may not be delivered through cross subsidy from developers contributions, nonetheless there may be some scope for requiring some provision.

## Energy supply and distribution

### *Electricity*

- 3.51 The electricity industry in Great Britain comprises generation, transmission, distribution, metering and supply companies. The electricity distribution networks carry electricity from the transmission systems (owned and operated by National Grid) and some generators that are connected to the distribution networks to industrial, commercial and domestic users. There are 14 electricity distribution network operators, owned by six ownership groups. Under the Utilities Act 2000 they are prevented from supplying electricity; this is done by a separate electricity supply company, chosen by the consumer, who makes use of the distribution network.
- 3.52 National Grid has confirmed that they have no comments with regard to the strategy set out in the draft Local Plan<sup>12</sup>.
- 3.53 Northern Powergrid own and operate the electricity distribution network that provides power to customers in the North East, Yorkshire and north Lincolnshire, including all of the National Park area. It operates as one company but is regulated by the energy regulator, Ofgem (the Office of Gas and Electricity Markets), as two licensed businesses - Northern Powergrid (Northeast) Limited, and Northern Powergrid (Yorkshire) plc.
- 3.54 The network is comprehensive, with only some of the most remote properties being off-grid and dependent on generators. The network in the National Park consists predominantly 11kV three-phase overhead wires with low voltage overhead connections (typically bunched wires) in villages, towns and small groups of properties.
- 3.55 Northern Powergrid produces a Long-Term Development Statement (LTDS) for each area. The LTDSs contain network information to assist existing and future users of the network to assess opportunities for new or additional connections. It was last updated in November 2018.
- 3.56 In practice, infrastructure costs for electricity supply are factored in and funded by private developers or housebuilders when new development is built. It is therefore outside the scope of this study to assess the need for any separate development contributions that need to be sought. Larger scale strategic infrastructure would be funded through distributor investment plans.
- 3.57 The National Park Authority is also working closely with Northern Powergrid on undergrounding electricity lines across the National Park. The scheme, funded by OFGEM for the undergrounding of low voltage electricity wires in designated landscapes, is currently in its third round and a total of £1.6m has been allocated for works in the National Park. The Undergrounding for Visual Amenity scheme was originally established in 2005 as part of the Distribution Price Control Review. Under the programme, electricity operators are entitled to recover expenditure incurred on replacing overhead lines in National Parks and AONBs with underground cables. Northern Powergrid is committed to completing remaining schemes using their own funds where they are being undertaken outside the main funding regime.

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<sup>12</sup> Response to Preferred Options Consultation, October 2018.

- 3.58 In January 2015, National Park Officers wrote to all Parish Councils outlining the new scheme and requested proposals for consideration. Officers also helped to identify potential lines for undergrounding as part of their usual site visits and through their knowledge of the Park.
- 3.59 The current scheme of undergrounding runs from 2015 to 2023. The budget for the North York Moors has been almost fully committed and most schemes have been completed. The Authority also has a list of additional schemes which could be progressed should further funding become available, or will be considered under the next round, post 2023. Schemes progressed under the current project are;

Complete:

1. Ainthorpe village (LV)
2. Cowesby village (LV)
3. Danby Castle (LV)
4. Dunsley village (LV)
5. Egton Bridge (LV)
6. Ellerby village (LV)
7. Hawsker, Back Lane (LV)
8. Hinderwell village (LV)
9. Kildale, Percy Rigg (HV)
10. Low Dalby (HV)
11. Lowna, Gillamoor (HV)
12. Mickleby village (LV)
13. Newholm village (LV)
14. Over Silton (HV)
15. Pockley village (LV)
16. Robin Hood's Bay to Hawsker line (HV)
17. Rosedale Chapel (LV)
18. Silpho village (LV)
19. Staithes Bank Top (LV)
20. Wass village (LV)
21. West Ayton Garth End Road (LV)
22. W/Ayton Castle Rise/Yedmandale (LV)

Outstanding:

1. Danby village (LV)
2. Port Mulgrave (HV & LV)
3. Thornton le Dale Maltongate (LV)
4. Thornton le Dale Westgate (LV)

Gas

- 3.60 National Grid operates the national gas transmission system, which supplies the 12 local distribution zones across the country. The twelve local distribution zones are managed by eight gas distribution network operators (GDNs), which each cover a separate geographical region of Britain. There are also a number of smaller networks owned and operated by Independent Gas Transporters. Within each distribution zones gas is reduced in pressure and piped to homes and businesses through intermediate (I/P), medium (M/P) and low-pressure (L/P) networks to industrial, commercial and domestic consumers.
- 3.61 Northern Gas Networks - North of England (North LDZ & Yorkshire LDZ). NGN have contracted the operational activities to United Utilities Operations. There are a number of independent gas

transporters.

- 3.62 Because of the limited gas network, use of electricity to provide heating and cooking facilities is more prevalent in the National Park, however many properties are also dependent on oil, LPG or solid fuels. As a result, the role of fixed energy infrastructure is lower in the National Park; however the higher relative costs of these energy types, often combined with energy inefficient traditional buildings, makes fuel poverty an issue.
- 3.63 New developments that require new connections to the distribution network will need to meet the relevant costs, which vary according to distance from the network and associated building and electrical operations. Infrastructure provision for gas is factored into the assessment of development costs.

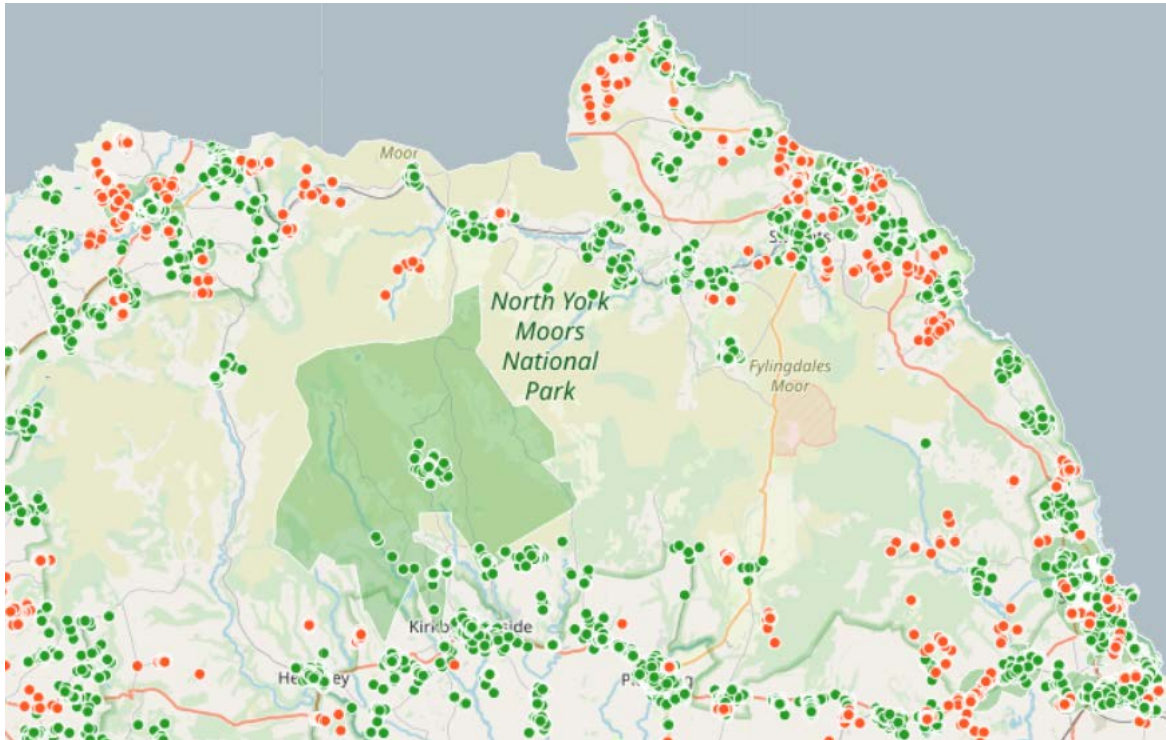
## Telecommunications

### *Broadband*

- 3.64 Broadband is a vital resource given the reliance by businesses and residents on electronic communications and the limitations of mobile communications connectivity. Broadband is typically delivered through either: copper phone lines between the telephone exchange and each property (ADSL) where download speeds of up to 24Mbps are achievable; fibre based superfast broadband, which provides download speeds of 25Mbps and above. Alternative technologies are also available, such as fixed wireless, 4G and satellite.
- 3.65 Broadband Delivery UK (BDUK), part of the Department for Digital, Culture, Media and Sport, is responsible for delivering superfast broadband and local full fibre networks to the nation and is supporting investment to provide superfast broadband coverage to as many premises as possible beyond the 95% level achieved in December 2017. It is also introducing a broadband Universal Service Obligation (USO) so that by 2020 everyone across the UK will have a clear, enforceable right to request high speed broadband, although the USO will have a cost cap which means that there is not a guarantee of coverage. It is also seeking to ensure access to basic broadband (2Mbps) for all for those who do not currently have coverage otherwise.
- 3.66 Superfast North Yorkshire (SFNY) is the project bringing superfast broadband to North Yorkshire where the commercial market has failed. SFNY, on behalf of North Yorkshire County Council has procured BT (Openreach) to deliver fibre based broadband to the areas of the county not served by the commercial market, but also brings together other initiatives by NYCC to address rural areas where the fibre based coverage is not available (the so called 'not' spots). The SFNY project is funded from Central Government (BDUK), Europe and NYCC and the procurement and management of the deployment is the responsibility of NYnet Ltd, NYCC's 100% owned broadband company.
- 3.67 When Superfast North Yorkshire was first formed in 2010, nearly 50,000 business and residential premises received less than 2Mbps – and the average broadband speed of the 300,000 premises in North Yorkshire was under 4Mbps - the worst provision of broadband for any county in England.
- 3.68 In 2010, nearly 50,000 business and residential premises received less than 2Mbps – and the average broadband speed of the 300,000 premises in North Yorkshire was under 4Mbps - the worst provision of broadband for any county in England. This was due to the size and low population density relative to other areas of the UK. This meant that a commercial return on investment for telecoms operators in many parts of the County was either not likely to be achieved or lower than elsewhere in the UK, therefore causing the investment decision of telecoms operators to focus on provided high-speed broadband in the largest conurbations.

Most market towns in North Yorkshire, as well as the more remote rural areas were not seen as commercially viable, hence the need for public sector intervention.

- 3.69 The map below<sup>13</sup> shows superfast broadband coverage across the National Park as at 7<sup>th</sup> February 2019.



- 3.70 Green dots on the map above show availability of superfast broadband as a result of Phase 1 or Phase 2 of SFNY. The green (central) shaded area shows availability of superfast broadband from Moorsweb, a local fixed wireless operator. Red dots outside of the shaded area shows properties proposed for upgrade under Phase 3 (from March 2018 to June 2021). Additional coverage of superfast broadband may be provided under future phases. This predicted coverage will change over time and the up to date map is available at <http://superfastnorthyorkshire.com/#where-when>.
- 3.71 Although around 94% of the County will soon have superfast broadband, due to the rurality of the National Park it is likely that a disproportionate number of premises relative the County as a whole will be within the remaining 6% who are not able to access speeds above 25Mbps. The environmental constraints within the National Park may hinder deployment. For example, the siting of above ground infrastructure needed for deployment might be in conflict with National Park purposes.
- 3.72 For those businesses and households that cannot access a minimum of 2Mbps, BDUK has developed the Better Broadband Subsidy Scheme (BBS) which provides a subsidy of up to £350 for the installation of broadband from a scheme-registered supplier, but can only be used for the provision of a minimum of 10Mbps.
- 3.73 One alternative to using the Openreach fixed wired infrastructure is a wireless connection. Fixed wireless uses radio waves, whereas fixed line broadband is delivered through copper or fibre optic cables. The Moorsweb broadband service has been running since 2006 and in 2017.

<sup>13</sup> Taken from <http://superfastnorthyorkshire.com/#where-when>

Moors Web Link appointed Signa Technologies Ltd as the operator of the network. It currently serves about 280 members in Bransdale, Farndale, Rosedale, Gillamoor, Rudland, Beadlam/Skiplam/Pockley Riggs, East Moors, Appleton le Moors, Sleightholmedale, Salton, Glaisdale, Danby Dale, Fryup Dale, Kildale, Lonsdale and Baysdale and some areas of Ryedale. The Beeline Broadband fixed wireless network is also available in some parts of Ryedale, serving the southern part of the National Park. NYCC and NYnet has previously provided funding and advice for both local providers as they sought to establish their early networks. Other alternatives, where available, are using the 4G network for a fixed connection at a property or connection via one of the satellite broadband operators.

- 3.74 In conclusion, broadband coverage is increasing and superfast broadband continues to be deployed. It is likely that some areas of the National Park will not be able to access high-speed internet services for some time. The Government's commitment to making sure all properties can access at least a 2 Mbps connection, together with the continuing roll out of superfast broadband and alternative networks does seek to increase access to improved broadband to all areas of the National Park over time.

#### *Mobile Phone Coverage*

- 3.75 Mobile phone coverage across the National Park can be patchy as it responds to demand, usually residential and business demand. However, visitors to the Park and travellers passing through it have an expectancy of mobile phone reception – 12.82 million visitor days were spent in and around the National Park in 2017, indicating a high amount of 'hidden' demand.<sup>14</sup>
- 3.76 None of the four main networks (Vodafone, O2, EE and Three) can guarantee coverage across all of the National Park, with the Central Dales showing the least coverage. OFGEN provide a map based service showing coverage on each of the networks<sup>15</sup>.
- 3.77 The Mobile Infrastructure Project (MIP) was announced in October 2011 by the Chancellor, as part of the National Infrastructure Plan. Its objectives were to support economic growth in the UK, including in rural areas; improve the coverage and quality of mobile network services, for consumers and businesses that live and work in areas of the UK where existing mobile network coverage was poor or non-existent. DCMS signed a contract with Arqiva on in 2013 to search and acquire mobile mast sites; and then build and manage the masts. The £150 million cost of erecting the masts was to be met by Government while the running costs of the mast sites built would be met by the Mobile Network Operators for 20 years. By October 2017 75 of the promised 625 masts were constructed, one of which was in the National Park at Lockton.
- 3.78 In June 2018 a Joint Accord / Memorandum of Understanding was signed by National Parks England and Mobile UK. This committed National Park Authorities and mobile operators to work together to deliver high quality mobile coverage and customer experience to communities living in, working at and visiting our National Parks whilst protecting the special qualities of the National Parks by minimising any adverse environmental impacts in providing mobile coverage in recognition of their national importance.

#### *Emergency Masts*

- 3.79 The Home Office is leading a cross government programme to deliver the new Emergency Services Network (ESN). This will replace the current Airwave service used by the emergency services in Great Britain. Customers for the ESN include the police, fire and rescue, and ambulance services as well as a range of other users stretching from local authorities and utility

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<sup>14</sup> STEAM Data.

<sup>15</sup> <https://checker.ofcom.org.uk/mobile-coverage>



services to first responders like inshore rescue. Transition is expected to be complete by 2023.

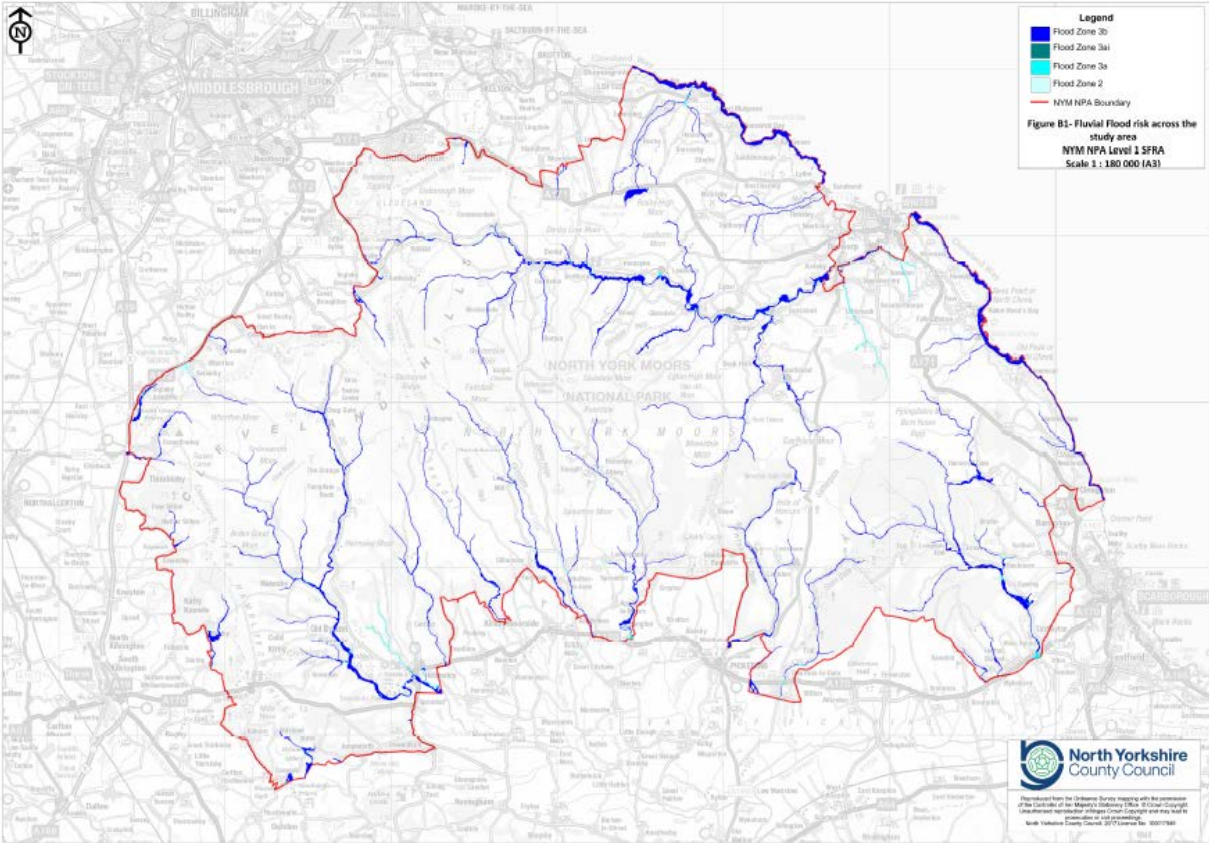
- 3.80 The Home Office anticipate construction of around nine new masts in the National Park (some are already permitted) and redevelopment of 3 existing Airwave masts.
- 3.81 In May 2016 a Joint Accord was signed by National Parks England and the Home Office. This committed parties to working collaboratively to deliver the programme in a way that respected National Park purposes.
- 3.82 In conclusion, it is noted that there are current deficiencies in mobile phone coverage across the National Park. However these cannot be addressed through requiring new development to contribute to costs given the small scale of development and instead over time will hopefully be addressed through a combination of operator provision and public sector intervention.

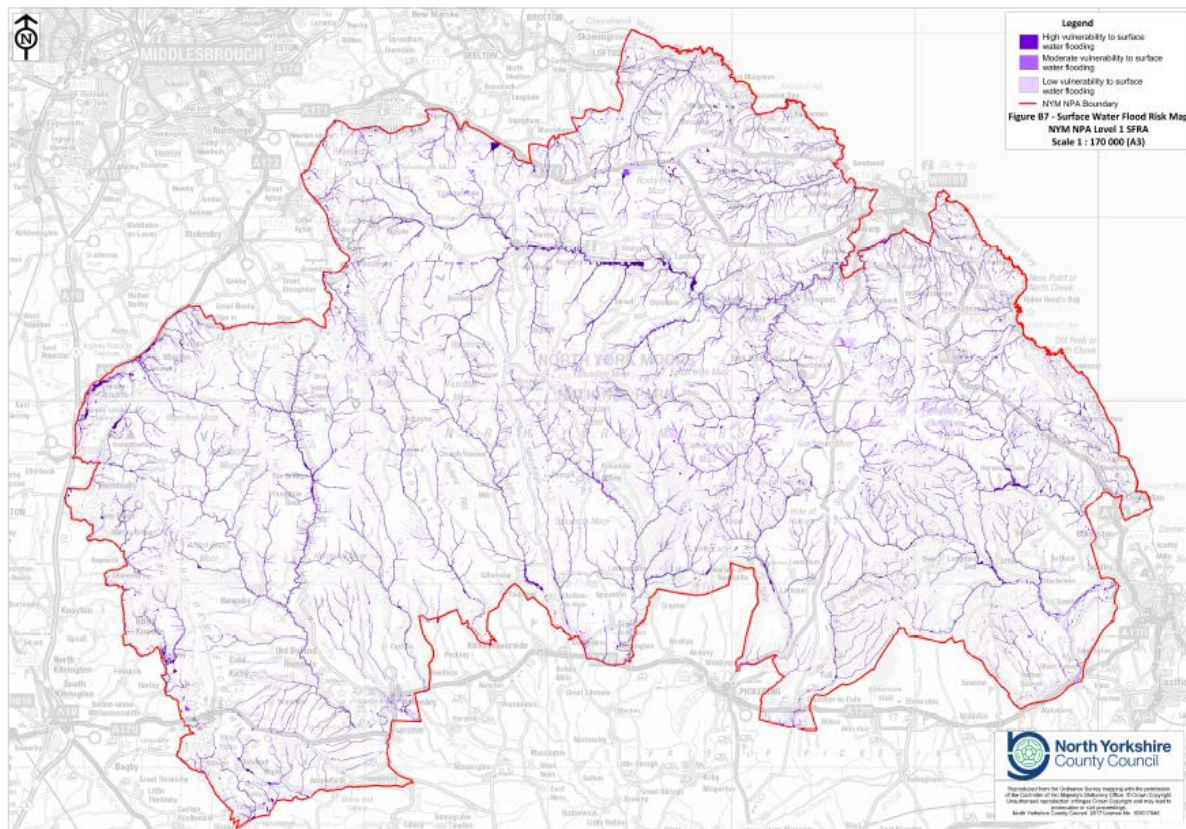
### **Flood Defence**

- 3.83 Flooding appears to be an increasingly common event and one that could get even worse with climate change, so flood risk management is incredibly important. Responsibilities for flood defence are as follows.
- The Environment Agency (EA) has a duty to exercise a general supervision over all matters relating to flood risk management. The EA has permissive powers to maintain and improve rivers designated as a Main River, to construct and maintain defences against flooding, to issue flood warnings, and to manage water levels.
  - The Internal Drainage Boards (IDB) are a type of operating authority which is established in areas of special drainage need in England and Wales with permissive powers to undertake work to secure clean water drainage and water level management within drainage districts. The area of an IDB is determined by water catchment areas within a given region. They exercise similar operational and regulatory powers to the EA within these areas. There is only a very small area covered by an IDB in the National Park – the Vale of Pickering IDB covers a small area of watercourse between Scalby and East Ayton.
  - Outside of the IDB local authorities (North Yorkshire County Council and Redcar & Cleveland Borough Council) are the operating authority for most Ordinary Watercourses and have permissive powers to manage these watercourses.
- 3.84 The NPPF requires local planning authorities to implement planning policy to steer new development away from areas at risk of flooding towards areas at lower risk. A 'sequential test' is applied when planning for new development.
- 3.85 The order of priority when undertaking the Sequential Test is detail below:
- i The overall aim of the local planning authority should be to steer new development into Flood Zone 1.
  - ii Where there are insufficient sites available in Flood Zone 1, then appropriate sites in Flood Zone 2 should be considered.
  - iii Only where there are no reasonably available sites in Flood Zones 1 or 2 should the local planning authority consider the suitability of sites in Flood Zone 3.
- 3.86 A level 1 Strategic Flood Risk Assessment was undertaken for the National Park by North

Yorkshire County Council in 2017. This assessed flood risk at proposed site allocation locations and in the settlement hierarchy set out in the Plan's spatial strategy. The National Park is affected to some extent by all forms of flooding, whether fluvial, surface water, groundwater, or reservoirs/canals.

3.87 The SFRA contains a series of flood maps for the National Park. The following maps show areas of fluvial flood risk (showing areas of flood zones 1, 2 and 3) and then surface water risk across the National Park.





3.88 As can be seen from the maps there are few areas of flood risk within the National Park, which is the result of its elevated nature. However, as some settlements lie at the base of a valley there are some small areas of risk adjacent to the settlement, including at Helmsley, Lealholm, Grosmont, and West Ayton

3.89 The Environment Agency has also produced a series of Catchment Flood Risk Management Plans for catchments within the National Park. These also concluded that although flood risk is relatively low within the area, there were localised risks, but that:

- Dispersed flood risk to property means that it is not feasible to defend all local properties
- Short lead times mean that raising flood awareness is important to manage risk to people and property.
- Some communities are susceptible to rapid flooding from thunderstorms. Emergency response and flood awareness are particularly important.
- The constrained channel and environmental concerns mean that further flood defences will be difficult, expensive and unsustainable. We need to reduce surface water runoff and reduce the risk of flooding locally
- Consider a range of flood risk management measures to improve or sustain the level of risk into the future, particularly in providing advice to those at risk on flood resistance/resilience, emergency planning and flood warning.
- Flood defence engineering works in this area are very unlikely to be justifiable due to the isolated nature of the properties at risk of flooding.

- Opportunities exist to provide flood storage and create habitat, which could also reduce downstream flood risk.
- 3.90 The County Council also advise that in historic settlements such as those in the NYMNP area, drainage systems are often inter-related, archaic and complex. Gaps in villages may have been left undeveloped because this was a natural flow route for surface water or for the breach of watercourses in the right conditions or because the historic use for the land makes it difficult to drain.
- 3.91 NYCC in its capacity as Lead Local Flood Authority has found that it is the new(er) properties in historic villages that are sometimes those susceptible to flooding. Older properties may have been “built around” issues, at a time when the collective memory of flood events passed down through generations was stronger or land use may have changed, with the historic drainage system not possessing sufficient capacity for today’s use.
- 3.92 There are also areas outside the National Park where land management practices can affect the risk of flooding. Most notably, the town of Pickering has been flooded four times in the last 15 years (1999, 2000, 2002 and 2007); with the last flood the most serious to date, causing damage to homes and businesses valued at approximately £7m. Since 2009 a project called ‘Slowing the Flow’ at Pickering aims to improve habitats to increase their capacity to store more water in the landscape and to slow the flow of water downstream, reducing the flood risk faced by the town of Pickering and surrounding areas.
- 3.93 There are a variety of techniques being used to make changes to the way the landscape is managed, these include:
- Constructing timber dams in small streams
  - Planting trees, especially along stream sides and in the floodplain
  - Blocking moorland gullies with heather bales
  - Increasing the 'roughness' of vegetation by encouraging natural regeneration of trees and restoring heather on bare areas
  - Slowing down runoff from farmland.
- 3.94 The Authority has carried out a number of flood control measures at Levisham Estate to reduce and delay the movement of rainfall downstream
- 3.95 Overall, as the Local Plan does not allocate sites for development outside Helmsley drainage and mitigation of flood risk will be addressed through the planning application process.
- 3.96 It should also be noted that the Environmental Permitting (England and Wales) Regulations 2016 may apply to new development<sup>16</sup>. A permit would be required for any activities which

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<sup>16</sup> Guidance: <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>

will take place:

- on or within 8 metres of a main river (16 metres if tidal)
- on or within 8 metres of a flood defence structure or culvert (16 metres if tidal)
- on or within 16 metres of a sea defence
- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it is a tidal main river) and you do not already have planning permission.

3.97 Guidance is available here: <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>

### **Surface Water Drainage**

3.98 Conventional surface water drainage utilises underground piped systems designed to remove surface water from a site as quickly as possible. This may result in flooding problems downstream and reduce the natural recharge of groundwater levels. Such systems may also create a direct pathway for pollutants from urban areas to pass into watercourses and groundwater.

3.99 New development of ten or more dwellings or equivalent non-residential or mixed development as defined in section 2 of the Town and Country Planning (Development Management Procedure) (England) Order 2015) is required to incorporate Sustainable Drainage Systems (SuDS) into their design. SuDS mimic natural drainage patterns and help avoid flooding by reducing the quantity of surface run-off. They also help maintain water quality in local watercourses and can have biodiversity benefits, if design and planting helps support local wildlife, for example by incorporating native species. Measures can include:

- Source control and prevention techniques such as green roofs, rainwater harvesting, permeable pavements and infiltration trenches and basins
- Conveyance measures such as swales and filter drains
- Passive treatments such as ponds, filter strips, bio-retention areas detention basins for temporary storage of water

3.100 SuDS schemes are required to be submitted to Sustainable Urban Drainage Approval Boards (SABS). North Yorkshire County Council and Redcar & Cleveland Borough Council are the relevant SABS for the North York Moors National Park in its role as lead local flood authority. Design guidance on SuDS is available from the North Yorkshire County Council

3.101 Many more isolated properties, and in some cases whole settlements, are reliant on non-mains drainage by virtue of being remote from the mains network. These facilities for foul drainage are typically septic tanks or package treatment works, but alternative features like reed beds are playing an increasing part in non-mains provision.

## Water and wastewater supply/disposal

- 3.102 Responsibility for strategic water infrastructure rests with the water supply and treatment companies. Most of the National Park is covered by Yorkshire Water. A small part of it (the part within the Borough of Redcar & Cleveland) is covered by Northumbrian Water. This area includes the two biggest reservoirs in the National Park at Scaling Dam and Lockwood Beck
- 3.103 Water supply in the National Park is from a variety of sources: reservoirs, groundwater and rivers. There are no wastewater treatment works in the National Park, although several lie just outside the boundary at Helmsley, Ampleforth and Thornton le Dale.
- 3.104 As statutory undertakers for the supply and sewerage network including the operation of the wastewater treatment works serving the National Park area the companies have a duty to accept new domestic connections into the sewerage network and supply water. A charge is made to developers for connection.
- 3.105 The water supply and public sewerage network does not, however, serve all areas. Some development sites may be too remote from the network for a connection to be economically or technically feasible. For smaller sites in these locations alternatives means of sewage disposal will be necessary.
- 3.106 The only concentration of new development that is planned for is development at Helmsley. Yorkshire Water have given detailed information regarding the capacity of existing WWTWs in connection with Ryedale District Council's Infrastructure Delivery Plan (2012, updated 2018). This concluded that there is enough existing capacity at Helmsley to accommodate future development. Outside Helmsley it is not considered that there are any existing infrastructure deficits.

## Emergency Services

### *Fire*

- 3.107 The fire and rescue service in the National Park is provided by North Yorkshire Fire and Rescue Service and Cleveland Fire Brigade. The service is delivered from the following facilities. Within the National Park there are three retained stations (part-time firefighters) in Danby, Lythe and Robin Hood's Bay and there is one volunteer station in Goathland.
- 3.108 Just outside the National Park there is one whole time fire station (crewed 24/7) in Scarborough, two seven day crewed (by firefighter staff who are also on call outside main hours) stations in Whitby, Malton and eight retained stations at Helmsley, Pickering, Kirkbymoorside and Stokesley, Guisborough, Loftus, Saltburn and Skelton.
- 3.109 One of the biggest fire risks in the National Park come from moorland fires during prolonged dry spells often initiated when managed burning, campfires or barbecues get out of control. Industrial fires are rare given the lack of such premises, but agricultural holdings also present a degree of risk. Reliance on retained crews is believed to be generally adequate for the scale of incident typically encountered in the National Park, but does result in a limited capacity to respond to larger scale incident. This results in a degree of reliance on larger crewed bases outside the National Park, which given the remoteness of many properties, and the fact that incidents may coincide with particularly challenging weather conditions (most notably in times of flood where key roads are cut off), does result in a degree of vulnerability for the Park's communities.

### *Police*

- 3.110 Policing in the National Park is provided by North Yorkshire Police and Cleveland Police. There are no police stations within the National Park, but the area is served by ten close by at Scarborough, Whitby, Malton, Pickering, Thirsk, Malton, Stokesley, Guisborough, Loftus and Saltburn.
- 3.111 The North Yorkshire Police operate a Rural Taskforce, which is believed to be the largest unit dedicated to tackling rural crime in England. It includes a central “hub” with an Inspector, two x Sergeant, intelligence and co-ordinating staff, plus a police Constable and Police Community Support Officer in each of the seven districts across North Yorkshire.
- 3.112 The Taskforce works closely with Neighbourhood Policing Teams, local groups and individuals to identify and solve issues of concern to rural communities. They gather and intelligence about those who target or commit offences in rural areas, take part in proactive operations to disrupt offenders, and provide a visible presence in rural villages and towns and villages.
- 3.113 North Yorkshire Police also launched Operation Owl in February 2018. This is an ongoing joint initiative by the Police, the Royal Society for the Protection of Birds and the RSPCA, working together with the North York Moors and Yorkshire Dales National Parks to prevent the persecution of birds of prey. The Police carry out surveillance checks on known raptor persecution hot-spots at random times to disrupt offender activity and work with local landowners to make them aware of the legal position on raptor persecution. National Park volunteers are trained to identify the signs of raptor persecution across the National Park.
- 3.114 The Police also work with the National Park Authority, under Operation Byway to tackle illegal off-road motorised activity, including through ‘action days’ to raise awareness of the issues caused and act as a visual deterrent to those using rights of way illegally. Operation Galileo also deals with deer and hare poaching, Operations Woollen (which looks at proactive prevention of crime at farms) and Sidekick (which deals with plant and agricultural machinery theft) are also continuing.
- 3.115 A sum of £150,000 for additional Police services was secured as part of the Section 106 Agreement for the Woodsmith Mine development, to help address the additional need for police services resulting from the development.

### *Ambulance Services*

- 3.116 Ambulance services in the North York Moors National Park are provided primarily by the Yorkshire Ambulance Service NHS Trust. The small population within Redcar & Cleveland Borough is served by the North East Ambulance Service NHS Trust. The Ambulance Services are funded through service level agreements with CCGs. Wakefield CCG is the lead commissioner for the Yorkshire Ambulance Service, who would need to approach them for determining potential allocation for construction and equipping an additional ambulance station, together with the running costs. There are ambulance stations at Thirsk, Kirkbymoorside, Scarborough, Northallerton, Malton, Whitby, Pickering, Scarborough and Redcar.
- 3.117 The Great North and Yorkshire Air Ambulances also provide a vital service given the National Park’s remoteness. Both rely on donations and strong relationships, including the secondment of paramedics, from the core ambulance services. Both services are well established but remain vulnerable to a dip in public support or lack of resources in the core Ambulance services.

### *Mountain Rescue*

3.118 The Scarborough and Ryedale Mountain Rescue Team is based at Snainton, Scarborough and covers the southern part of the National Park. The Cleveland Mountain Rescue team is based at Great Ayton and covers the northern half. Each has around fifty volunteer members. Mountain rescue teams are operated on a voluntary and charitable basis, but still maintain an excellent and highly valued service. They are however in a similar position to the Air Ambulances and vulnerable to a dip in public support. Services are supported through fundraising and charitable giving, with teams typically needing to raise around £25,000 per year to operate.

### **Sports and recreational facilities**

3.119 A list of sports and recreational facilities by settlement is included at Appendix 2.

3.120 A separate assessment of open space was also undertaken as part of the evidence base for the Local Plan. The analysis in this open space assessment has shown that there are some deficits of open space in the category of provision for children and young people (play areas) in some Larger Villages, as well as arguably informal recreation space in Osmotherley. It may therefore be the case that some form of financial contribution could be sought for new play provision in Larger Villages where existing deficiencies have been identified.

### **Cultural institutions**

#### *Libraries*

3.121 North Yorkshire County Council provides the library service across the County; however, due to funding cuts permanent libraries within the National Park are now wholly volunteer run. There are only two permanent community libraries in the National Park at Helmsley Town Hall, and at the Derwent Valley BRIDGE library at West Ayton. A 'Supermobile' library stops at Robin Hood's Bay, Sleights, Rosedale, Osmotherley, Danby, Castleton and Staithes.

3.122 £6,000 was secured to fund improvements to Helmsley library as part of negotiations on the Section 106 agreement connected to development behind the Black Swan hotel.

#### *Museums.*

3.123 The biggest museum in the National Park is the Ryedale Folk Museum at Hutton le Hole. There is also the Museum of Victorian Science at Glaisdale, the North Yorkshire Motor Museum at Thornton le Dale, The Captain Cook and Staithes Heritage Museum at Staithes, the Robin Hoods Bay Museum and Rievaulx Museum at the Abbey.

### **Waste processing and disposal facilities**

3.124 Waste Management across the National Park is the responsibility of the four Borough and District Councils as the waste collection authority and North Yorkshire County Council as waste disposal authority. Only one small household waste site is located at Outgang Lane, Thornton le Dale although a mobile service does currently operate at Dalby Forest. There are no operational landfill or waste processing sites in the National Park, whether household or municipal. The draft North Yorkshire Minerals and Waste Joint Plan does not propose any additional disposal or recycling sites within the National Park.



## 4. The New Local Plan and the Need for New Infrastructure

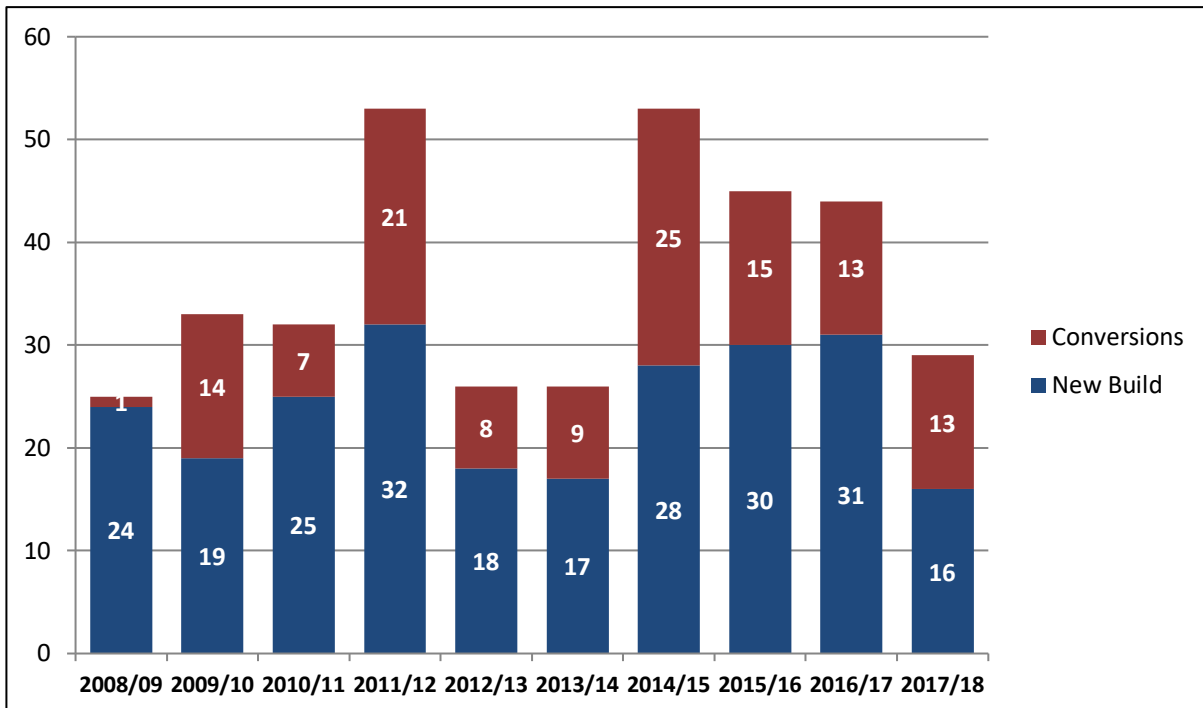
### The Spatial Strategy

- 4.1 This section of the assessment considers whether the quantum and location of new development in the National Park may give rise to additional strategic infrastructure needs that will require funding through developer contributions.
- 4.2 The forthcoming Local Plan covers a nineteen-year timeframe running from 2016-2035. It aims to deliver social and economic objectives for the Park's very rural communities, within the context of a particularly sensitive environment that is protected for its significant landscape, scenic, wildlife and cultural heritage values.
- 4.3 Infrastructure usage and demand will be determined by the existing pattern of development, people travelling into the Park and to a far lesser extent the future pattern of development. To help influence this future pattern of development the new Local Plan will contain a 'spatial strategy,' which indicates suitable locations for future development. It does this through its settlement hierarchy, setting out what types of development are appropriate for places in each 'tier' of the hierarchy. The hierarchy is used both to reflect the existing relationship between different places and to show how the Authority sees particular villages and areas developing in the future. It directs different types of new development into particular places so that, when assessing individual proposals a view can be taken on whether the location is the right one for the future of the National Park. A four tier hierarchy is proposed:
- 1) Local Service Centre – Helmsley
  - 2) Larger Villages – 9 larger villages with a primary school and a reasonable range of services, together with the five villages in the Esk Valley Group making a total of 14 villages
  - 3) Smaller Villages – the majority of villages with more limited or no services – 47 in total
  - 4) Open Countryside
- 4.4 There also some existing plan allocations contain within adopted plans:
- Four housing sites in the Helmsley Local Plan (July 2015), produced jointly with Ryedale District Council
  - Warehousing/distribution space identified in the Whitby Business Park Area Action Plan (November 2014), produced jointly with Scarborough Borough Council.
- 4.5 Infrastructure requirements and costings associated with these allocated sites were identified and estimated during production of these plans.
- 4.6 The Local Plan does not propose allocating any additional land for development, beyond a couple of small 'Environmental Enhancement Sites' at Osmotherley and Sneaton.
- 4.7 The following sections are intended to provide an overview of the likely scale of development that may be coming forward in the National Park over the next fifteen years or so.

## New housing development

4.8 Housing is one of the most infrastructure-intensive development types so is particularly crucial to any Infrastructure Assessment. The Authority is proposing a housing completions aspiration of 29 dwellings per annum across the whole National Park. This figure was derived having regard to population trends, projections and other factors that influence housing demand. In recent years, housing land supply has generally been maintained in the range of 37 dwellings per year.

4.9 The figure below shows the breakdown of completions over a ten-year period.



4.10 A full housing trajectory covering the whole National Park is included at Appendix 1. This sets out where the bulk of housing supply is expected to come from during over the lifetime of the Plan. Supply is made up of allocated housing sites at Helmsley, and sites with the benefit of planning permission.

4.11 This shows that between the years 2018/19 around 530 new homes could be built. This includes 152 already under construction at Helmsley (and allocated in the Helmsley Local Plan) and a further 55 already with permission or under construction. A further 84 are on sites that have been identified as part of land availability assessment work, leaving a possible 239 homes that would come forward as windfall (i.e. unanticipated sites on land that has not been identified). In reality, this is likely to be a small under estimate as future plan revisions may identify further sites, and past completions have been at a higher level than those identified in the housing trajectory from the year 2020 forward.

4.12 The main location for new housing development is at Helmsley. The town is split between two local planning authorities, so in 2015 Ryedale District Council and the North York Moors National Park Authority jointly adopted a specific Local Plan for Helmsley. This allocated four housing sites within the National Park part of the town. Infrastructure requirements for the Helmsley Plan were assessed at the time. Within the National Park area, this assessment

identified a need for funding to improve sports and recreation facilities in the town, and financial contributions have been paid.

- 4.13 The low level of housing development (outside Helmsley where all development on allocated sites within the National Park is now completed or under construction) together with its likely sporadic and dispersed nature means that it is high unlikely that any specific infrastructure needs will be generated beyond those that are needed to service individual houses (wastewater, electricity, broadband etc.) These types of infrastructure are routinely provided as part of construction and there is therefore no need to require additional developer contributions for strategic infrastructure to mitigate against the aggregated impact of new housing development.

### **New employment development**

- 4.14 The Authority is not planning to meet a specified employment land requirement outside Whitby Business Park. This is because it is not possible to plan in this way for such a rural area, particularly given the predominance of micro-business and home based working. Instead, the policy approach is an opportunity-based one, facilitating development as and when the need arises.
- 4.15 Infrastructure requirements at Whitby Business were assessed as part of work on the adopted Area Action Plan (2014), and a feasibility study was produced by White Young Green, on behalf of Scarborough Borough Council. The Plan allocates further sites for development to the north, west and east of the existing Business Park covering some 23 hectares. One of the main objectives of the Area Action Plan is to improve the existing infrastructure at the Business Park in order to increase its attractiveness as a location for new business opportunities and to ensure the allocation of further sites for development will be viable. One of the ways in which new occupiers can be attracted is through ensuring that the Business Park offers reliable infrastructure, which is in line with modern technologies.
- 4.16 The main improvements cover highways, drainage and services such as electricity and communications infrastructure. A summary of the infrastructure improvements and their costs identified in the White Young Green study is included at Section 6 (Infrastructure Funding Statement). 0.104 hectares of B1a, B1C, B2 and B8 development have been completed within the National Park area of Whitby Business Park since adoption of the Plan.
- 4.17 No other employment sites were identified in the National Park area of the Helmsley Local Plan.
- 4.18 Overall, outside Whitby it is not possible to anticipate infrastructure requirements arising from employment development on a Park-wide scale.

### **Visitor Accommodation and Facilities**

- 4.19 Visitors also create some demand for infrastructure, either through pressure on road infrastructure and rights of way or through additional demand for mobile communications. Mobile phone coverage is poor in the Park, partly because the operating companies have targeted more densely populated areas and strategic road corridors. However, in 2016 the National Park and its surrounding area attracted 12.3 million visitor days<sup>17</sup> which indicates the scale of potential transient demand.

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<sup>17</sup> Scarborough Economy and Tourism Model STEAM database (Global Tourism Solutions) 2016.

4.20 The following table shows the scale of development permitted for some types of tourism accommodation over the past ten years, and it is likely that in the future similar levels of development will occur:

Type	Total 2008-17
Number of touring caravans	8
Number of permanent caravans	186
Number of Camping pitches	9
Chalet	7
Lodge	79
Pods	164
Cabins	69
Motorhomes	16
Other	14

4.21 The new Local Plan may support some tourism and recreational development that will tend to increase visitor movements. This could increase road traffic although generally the road network in the Park is not congested and has sufficient capacity, except in certain locations at peak periods. The National Park Management Plan has an objective to increase overnight stays, reducing the bias towards day visits, and helping reduce peak demands on the road and car-parking infrastructure. Flexibilities in the Local Plan to achieve more and a better range of visitor accommodation will assist in this respect.

4.22 Additional visitor days will also increase use of the footpath and bridleway network. Outwith certain pinch points at certain times of year there is plenty of remaining capacity, so it is not anticipated that Local Plan policies will lead to substantial additional infrastructure costs for the rights of way network. Increased visitor usage may generate additional revenues e.g. through car parking, that can support improvement of the existing network.

4.23 The Authority may on occasion seek a financial contribution to help maintain and improve rights of way in connection with any development that might significantly increase usage. For example a contribution was agreed for an annual payment to help upkeep of nearby rights of way as part of the permission for the Yorkshire Cycle Hub at Great Fryupdale.

4.24 As developments are small in scale and widely dispersed it is not possible to anticipate any additional infrastructure needs, however none are anticipated beyond those needed to service individual sites. The exception may be that additional visitor numbers may stimulate additional demand for mobile telephone infrastructure.

### **Land based business**

4.25 Agriculture and rural land management are a key part of the National Park economy, alongside tourism. Existing planning policy already encourages diversification of farm enterprises and this has resulted in a number of successful developments, albeit generally

small in scale. The new Local Plan will continue this approach, but extend it to embrace other rural land-based enterprises, for example those orientated around county sports or equestrianism.

- 4.26 It is however impossible to predict exactly what forms of land based business development may come forward. Historically, diversification has been largely based on visitor- orientated attractions and accommodation, and this is likely to continue to be the case. Policy seeks to ensure diversification projects are proportionate, supporting and not compromising the existing core land management business. As a result, the scale of proposals is likely to be moderated by these requirements, in addition to the usual landscape and environmental constraints on development in such a sensitive area.
- 4.27 New uses to which disused traditional agricultural buildings are being put and trends over time have also been researched through a review of planning applications and permissions<sup>18</sup>.
- 4.28 The research looked at the number of applications convert agricultural buildings, and the number and type of re-uses established over the past twenty years. It looked over periods of five years to establish any changes in the number of applications and to what the converted new re-use may be. Around 577 planning applications were made, with around 69% permitted. This figure rises to 95% over the past ten years since the adoption of the current 2008 Core Strategy and Development Policies document.

Period (Years)	No. of Applications	Approved	Refused
01/01/2013-01/01/2018	113	108	5
01/01/2008-01/01/2013	138	130	8
01/01/2003-01/01/2008	219	196	23
01-01-1998-01/01/2003	107 (Not all of these decisions were published or could be researched)	76	4

- 4.29 The following table show the types of conversion that have been applied for since 1998:

	1998-2003	2003-2008	2008-2013	2013-2018	TOTAL
Residential	36	116	68	56	<b>276</b>
Tourism	29	78	46	30	<b>183</b>
Business/ Employment	5	10	6	6	<b>27</b>
Other & Mix	9	12	15	16	<b>52</b>

(Note discrepancy with figures in Table 9 due to lack of information on uses in archives for the 1998-2003 period.)

- 4.30 There has been a notable trend towards a number of very large agricultural ‘sheds’ in more recent years. These are still very much a small minority, but they have the potential to place

<sup>18</sup> Borseley, N, 2018, University of Liverpool thesis ‘Heritage Conservation and the Conservation of Redundant Traditional Agricultural Buildings’

more exacting diffuse infrastructure demands that cannot be addressed simply through on-site mitigation. This might include highway safety and capacity considerations, for example through additional vehicle movements to process and deliver feed and transport livestock, together with processing and disposal of additional animal waste. The proposals will need much greater scrutiny beyond site-specific factors in order to ensure infrastructure issues are addressed adequately, although it is still anticipated that any issues can be adequately dealt with through planning obligations incumbent on the applicant.

## Major Development

- 4.31 Examples of development that might be classed as major development include mineral extraction (other than small scale local building stone quarries), large scale waste disposal facilities, large scale energy generating schemes, water storage reservoirs, major pipelines or tunnels, high voltage electricity transmission schemes, large scale military development and large scale residential, recreational or commercial development or road schemes. The National Planning Policy Framework states that ‘major development’ should be refused in National Parks except in exceptional circumstances and where it is in the public interest. Whether a proposal is assessed as major development is decided on a case-by-case basis by the decision maker (usually the North York Moors National Park Authority). There is no set or national definition.
- 4.32 The policy exists as there could conceivably be circumstances where the public interest in some form of major development that can only be accommodated within the National Park boundary outweighs its status as a National Park. Such circumstances would be very rare, and proposals would need to demonstrate that they are in the wider public interest and could not be located outside of the National Park. Whilst the test of major development dates back to the late 1940s almost every National Park in England and Wales has at least one example. The Woodsmith Polyhalite Mine was an example of a proposal being deemed potential major development and was assessed under the policy tests accordingly.
- 4.33 There are no current proposals for additional major development on this scale in North York Moors National Park. The likelihood is that future large-scale infrastructure such as new roads, high-speed railways or upgraded utility networks will tend to locate in the strategic corridors outside the Park. However, should proposals be formulated the Authority will wish to work with infrastructure providers and the applicant to make sure infrastructure needs are fully integrated into the proposal.

## Summary - Infrastructure Needs Arising From New Development

- 4.34 Overall, in such a rural area and outside Helmsley and the edge of Whitby it is difficult to plan for a specific amount of development and to allocate land accordingly. Demand is generally small in scale and unpredictable, so rather than planning ahead for a specific quantum of development, the Local Plan seeks to incorporate sufficient flexibility to facilitate ‘windfall’ development opportunity as and when needs arise, while protecting other public interests such as landscape character, neighbouring amenity, public safety and ecological value. It is therefore highly unlikely that new development proposals will trigger a need for any significant new infrastructure. In addition, it should be noted that the housing target in the Plan is based on an aspiration to halt a decline in population. The 2016 Strategic Housing Market Assessment indicated that according to the household projections the population at 2035 would be 1,070 persons lower in 2035 – a fall of 4.6%. Offset against this is a potential increase in visitor numbers.
- 4.35 This means that, for the purposes of the infrastructure plan, it is difficult to provide absolute certainty about exactly what amount/type of development will go where and when.

Infrastructure providers therefore need to respond to a more generic understanding of windfall development trends in the National Park.

## 5. How is infrastructure funded?

- 5.1 Funding for new infrastructure comes from a wide variety of sources, both public and private, and from various tiers of government.

### General taxation

- 5.2 Some service providers have a funding formula, which calculates funding by reference to population sizes – so as population grows, funding grows.. This means that as population grows as a result of new housing, their Government funding rises. However, this is not the whole picture: there a number of components of these funding formulas (including factors such as population deprivation, rurality, and so on). Service providers in this position include Education (which receives a local authority grant, but one ring fenced by central Government), Health / CCGs, Police, Fire Service, and the Ambulance Service.
- 5.3 Local authorities are also funded on a formula that includes population numbers and their characteristics. The services that local authorities provide (such as libraries and waste) can therefore be said to be at least partially funded on a per capita basis.

### Private Companies

- 5.4 It should be acknowledged that the private sector is a major provider of new infrastructure. Most utility operators are now privatised (for example water and telephony services) and hence fund infrastructure projects themselves to serve customers. Developers also provide new infrastructure with development – for example play areas and internal roads.

### Planning obligations

- 5.5 In its Local Plan the Authority has out its intention to use a planning obligation-based approach to gaining the necessary infrastructure provision to support new developments. Fundamentally, the policy states that a development should be adequately served by the necessary infrastructure, for the benefit of its own users, and without detriment to other users of pre-existing infrastructure.
- 5.6 Where an infrastructure issue is highlighted, a developer will either need to address this themselves (typically through direct provision of services on or off site), or through a commuted sum payment to enable a third party to address any shortfall. Where a commuted sum is required, this will usually be secured through a planning obligation, typically under Section 106 of the Town & Country Planning Act, but also potentially under Section 278 of the Highways Act.
- 5.7 Given the small scale of new development and the resultant small impact on existing infrastructure the Authority rarely seeks planning obligation monies. The most notable exception to this is the £175 million contribution (over 100 years) arising from the development of Woodsmith Mine, however this mostly covers environmental mitigation and promotion of tourism, although some contributions are being made for police services. Section 106 contributions have also been secured for some social infrastructure development at Helmsley.

### Community Infrastructure Levy (CIL)

- 5.8 Infrastructure Assessments are also required should a local planning authority wishes to pursue a 'Community Infrastructure Levy' or CIL. In addition to planning conditions and obligations (known as Section 106 agreements), local planning authorities are able to introduce CIL, which



can be used to secure a levy from development to deliver infrastructure to support the development of the local area. Payments are made on a £/square metre floorspace basis and can be pooled in a general infrastructure pot and committed to specified projects that have been identified through an infrastructure plan. A community infrastructure levy CIL is generally charged on development that is over 100sq metres or for new dwellings.

- 5.9 In 2012 Peter Brett Associates were appointed to carry out a Viability Study on the scope for Introducing a Community Infrastructure Levy (CIL) for the National Park. Following on from this study the Authority concluded that given the limited level and scale of development in the North York Moors National Park the costs of pursuing the Community Infrastructure Levy in terms of both officer time and financial commitment to the cost of an examination outweighed the potential income. Much of the local infrastructure is also owned and/or managed by other local authorities.

## 6. Infrastructure Funding Statement

6.1 Given the small scale, sporadic nature of new development anticipated over the next twenty years it is not possible to directly quantify the need for supporting infrastructure. However, infrastructure funding is being made available through Section 106 agreements attached to the Woodsmith Mine Development and in association with new housing development at Helmsley. Contributions are also anticipated in connection with development at Whitby Business Park. In addition, funding is made available by this Authority in connection with green infrastructure and rights of way. The following Infrastructure Funding Statement sets out secured and anticipated expenditure, firstly on a Park-wide basis and then at Helmsley and Whitby Business Park.

Area	Infrastructure	Cost	S106 Secured	S106 Anticipated	Other Available or Anticipated Funding	Lead
<b>Green Infrastructure, culture and habitats</b>	Strategic biodiversity connections – expanding woodland cover, restoring coniferous sites and enhancing grassland for biodiversity	£3,195,450 (NYMNPAs Business Plan figure)	Nil (outside Woodsmith Mine s106)			National Park Authority and partners
<b>Landscape, Ecology, Right of Way and Access</b>	Initial Action Plan spend:  Replacement of traditional post and rail railway fencing, initial element of a rolling programme  Divert bridleway	£40,000	£1,189,029 Secured 2017-20 through s106 relating to Woodsmith Mine (not all infrastructure related)			North York Moors National Park Authority

Area	Infrastructure	Cost	S106 Secured	S106 Anticipated	Other Available or Anticipated Funding	Lead
	<p>number 322021 to cross A171 at Moorcock farm and install Pegasus crossing</p> <p>Path restoration including flagging, pitching, inversion, surfacing and drainage on Lyke Wake Walk</p> <p>Coast to Coast upgrade 4km upgrade inc. Drainage, footpath repair, new stone and wooden steps, habitat restoration on braided paths, signposting</p> <p>Harwood Dale Woodland Restoration</p> <p>Port Mulgrave Coastal Access – new steps to access the beach</p>	<p>£150,000</p> <p>£20,000</p> <p>£42,000</p> <p>£8,000</p> <p>£5,000</p>				

Area	Infrastructure	Cost	S106 Secured	S106 Anticipated	Other Available or Anticipated Funding	Lead
	<p>Engineering Investigations for Mulgrave Tunnels to facilitate access</p> <p>Sneaton Low Boardwalk</p> <p>Provisional sum to be allocated against any opportunities arising from the survey of the Mulgrave Tunnels, conservation and accessibility projects and joint projects with the National Trust or other partners</p>	<p>£25,000</p> <p>£50,000</p> <p>£289,900</p>				
<b>Transport</b>	Transport and Car Parking	Nil				
	School provision	No capital investment needed other than possibly Helmsley in the longer term (see				

Area	Infrastructure	Cost	S106 Secured	S106 Anticipated	Other Available or Anticipated Funding	Lead
		below)				
<b>Rights of Way and Access</b>	Maintenance and upkeep.	£4,169,000 allocated over five years 2017 – 22 within the Authority Business Plan				North York Moors National Park Authority
	Broadband	Funded through the NYNET Superfast Broadband scheme/ telecoms providers.				NYNET
<b>Police</b>	One off payment to North Yorkshire Police to contribute towards additional policing costs related to the Woodsmith Mine development.	£150,000	Secured			North Yorkshire Police
<b>Electricity</b>	Undergrounding of Underground Wires	£1.6 million				Northern Powergrid

Area	Infrastructure	Cost	S106 Secured	S106 Anticipated	Other Available or Anticipated Funding	Lead
<b>Area Specific Infrastructure Requirements</b>						
<b>Helmsley</b>	Sports Field		Secured as part of the Ashwood Close/Elmslac Road scheme			Helmsley Town Council/North York Moors National Park Authority
	Bowling Club Improvements	£2,500	Paid through Section 106 for Black Swan development.			
	Recreation charity projects (gym, play equipment, pavilion heaters, swimming pool improvements)	£20,524	Paid through Section 106 for Black Swan development.			
	Scout Group – camping for all	£1,600	Paid through Section 106 for Black Swan development.			

Area	Infrastructure	Cost	S106 Secured	S106 Anticipated	Other Available or Anticipated Funding	Lead
	Town Hall Renovation	£6.023	Paid through Section 106 for Black Swan development.			
	Walled Garden Improvements	£4,633	Paid through Section 106 for Black Swan development.			
	Footpath Network Contribution	£5,000	Secured through Carlton Lane Section 106			
	Extra Care Provision		64 Apartments as part of the Ashwood Close/Elmslac Road scheme			Keepmoat Homes/NYCC
	Library	£6,000	Paid through Section 106 for Black Swan			

Area	Infrastructure	Cost	S106 Secured	S106 Anticipated	Other Available or Anticipated Funding	Lead
			development.			
	<p data-bbox="327 464 544 496">School provision</p> <p data-bbox="327 1257 600 1321">Play provision/gardens at</p>	<p data-bbox="645 464 887 560">Currently nil as 63 spare places at Helmsley Primary.</p> <p data-bbox="645 600 931 1230">An additional 181 houses on three sites within the National Park will yield 31 additional pupils according to NYCC estimates. Hence capacity at present. Should this change (additional housing at Helmsley is due to be built in the Ryedale Planning area) provision is identified within Ryedale DC's Community Infrastructure Levy 'Regulation 123' list.</p> <p data-bbox="645 1270 730 1302">£5090</p>	<p data-bbox="958 464 992 496">Nil</p> <p data-bbox="958 1257 1160 1321">Paid through Section 106 for</p>			



Area	Infrastructure	Cost	S106 Secured	S106 Anticipated	Other Available or Anticipated Funding	Lead
	Primary School		Black Swan development.			
<b>Whitby Business Park</b>	Highway improvements and connections	<p>Scheme A – new section of road to connect Cholmley Way with Fairfield Way - £185,000</p> <p>Scheme B – new road to link end of Enterprise Way with eastern spur of Fairfield Way and provide access into Site 1 - £800,000</p> <p>Scheme C – new road to provide access into Site 2 - £300,000</p> <p>Scheme D – road realignment at end of Fairfield Way - Unknown</p>			In relation to funding, all resources required (£3.5m) are now in place to deliver the project. A loan of £2.5m was secured from the York, North Yorkshire and East Riding LEP through the Growing Places Fund (GPF). This takes the form of part grant/part loan with at least £1.9m of this having to be repaid. A further £1m of grant funding has also been secured from the Coastal	Scarborough Borough Council/ North York Moors National Park Authority

Area	Infrastructure	Cost	S106 Secured	S106 Anticipated	Other Available or Anticipated Funding	Lead
					Communities fund. In return for undertaking this work and opening up the proposed development land Scarborough Council will levy a charge of 33.33% of realised development value of the resulting development sites in return.	
	Improvements to public realm including landscaping and signage	<p>Topsoil, structural planting trees and hedgerows</p> <p>Walls, paving, footpaths, signage, seating and street furniture</p> <p>- £800,000</p>				

Area	Infrastructure	Cost	S106 Secured	S106 Anticipated	Other Available or Anticipated Funding	Lead
	Drainage & Services	<ul style="list-style-type: none"> <li>• Drainage</li> <li>• Street lighting</li> <li>• Gas, water and electricity supply</li> </ul> Overhead cable diversion on Site 1 -£1,500,000				
	10% contingency and design fees	£400,000				

## 7. Conclusions

### *Existing infrastructure deficiencies*

- 7.1 It is unsurprising to find that the National Park's existing infrastructure has some limitations and issues. This is a legacy of its intrinsic remoteness, which imposes physical limitations on infrastructure deployment, but which also results in small supply markets, making deployment of extensive and advanced infrastructure economically unviable for many providers.
- 7.2 The key existing stresses and infrastructure "pinch points" that have been identified through the assessment, as refined through consultation with infrastructure providers and other relevant bodies, are:
- A lack of public transport provision as an alternative to use of the private car
  - Low school roll numbers/Potential for a reduction in primary school provision,
  - Patchy broadband and mobile phone communications services,
  - A need for additional Extra Care facilities and facilities for older people requiring care and support
  - Reduced traffic flow and car parking shortages at peak times and where resident and visitor parking pressures coincide.
- 7.3 There needs to be a certain amount of realism regarding the potential for significantly improved infrastructure provision in the National Park. A number of the pinch points identified above reflect this reality, and there will inevitably continue to be reliance on services provided in towns and larger conurbations beyond the National Park boundary, most notably for hospital/specialised/acute medical care, larger recreational facilities and further education. Although the lack of physical proximity to these services will always create a level of difficulty for those visiting, living or working in the Park, they are not considered so fundamental as to preclude further development in the area at the scale proposed by the Local Plan. Furthermore, recent and planned improvements in mobile and broadband connectivity provide a degree of mitigation against the lack of physical proximity.
- 7.4 Fundamentally, of the pinch points identified, most are considered to be beyond the legitimate remit of the planning system to resolve. The Authority can only require new development to mitigate for infrastructure deficiencies that arise directly in relation to it. The deficiencies identified are well established, so it would only be reasonable for new development to contribute to their mitigation if it materially exacerbated the deficiency.

### *Infrastructure requirements arising from planned development*

- 7.5 The Local Plan places an emphasis on windfall, as opposed to planned development via land allocation for the area of the National Park outside Helmsley. The level of additional development that can be expected during the Local Plan period is likely to be modest, compared to elsewhere and will be spread thinly in comparison to the huge extent of the National Park. This creates difficulties when predicting development types and rates. Whilst the majority of development is unplanned, it is at a scale that can be accommodated by the Park's existing infrastructure without overwhelming it. In some cases, development permitted will actually support existing infrastructure, for example a housing development that boosts the viability of a local school with declining pupil numbers.

- 7.6 Very few planning obligations have been sought in relation to the provision of a specific item of infrastructure required because of a development in the National Park, with the exception of contributions in association with the development of Woodsmith Mine and housing at Helmsley, plus some smaller contributions.
- 7.7 Housing is probably is the one area of development that will place the some additional strain on infrastructure; however this may be offset if there is further decline in the existing population. The Plan contains a housing completions figure of 29 dwellings. There is no evidence to suggest that this rate of development or its distribution across the Plan area will raise significant infrastructure issues that cannot be resolved in the way proposed by Policy CO1 of the Local Plan. There may be some additional pressure on transport infrastructure from increased visitor numbers; however this is not anticipated to be at a scale where it will cause significant problems.
- 7.8 Overall, it is not possible to identify key infrastructure needs in association with new development. However these will be addressed on a case by case basis when new development proposals are submitted. The Authority may seek contributions towards some open space provision in Larger Villages and towards upkeep of rights of way where new development may significantly increase pressure on the existing network.

## Appendix 1 – Housing Trajectory

	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35
<b>COMPLETIONS</b>																			
Land to the North of Linkfoot Lane	7																		
North of Swanland and East of Carlton Road, Helmsley (NYMH1)		8																	
Land to the rear of the Black Swan	15																		
Past completions - Unallocated sites of two or more dwellings	12	6																	
Past completions - Unallocated sites, single dwellings	10	15																	
<b>PROJECTIONS</b>																			
North of Swanland and East of Carlton Road, Helmsley			14	19	20														
Land to the North of Elmslac Road			32	32	35														
Projections - Identified sites of two or more dwellings, under construction			13																
Projections - Identified sites of two or more dwellings, with permission but not yet started.			8																
Projections - sites of two or more dwellings identified as suitable in the LAA.																			
Projections - Sites with one dwelling, under construction.			18																
Projections - Sites with one dwelling, with permission but not yet started.			8	8															
Projections - developable sites				26	5	3	2												
Projections - developable rural exception schemes					8	10	10												
Projections - Vacant sites with development potential					1	1	10	8											
Projections - windfalls (1-2 dwellings) - including conversions			7	7	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
<b>Total Past Completions</b>	<b>44</b>	<b>29</b>																	
<b>Total Projected Completions</b>			<b>100</b>	<b>92</b>	<b>84</b>	<b>29</b>	<b>37</b>	<b>23</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>15</b>
<b>Cumulative Completions</b>	44	73	173	265	349	378	415	438	453	468	483	498	513	528	543	558	573	588	603
<b>Planned rate of delivery</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>

## Appendix 2 – Community Facilities Survey (2018)

Every three years the Authority carries out a Community Facility Survey for each of the settlements listed in the settlement hierarchy of the development plan. The survey is completed using a combination of local knowledge, monitoring of planning decisions and to a great extent with the help of local Parish Councils. The survey was last undertaken in the summer of 2018. The results are as follows.

	Primary School	General Store	Post Office	Pub	Bank	Garage	Doctor's Surgery	Chemist	Village/ Other Hall	Play area	Other Sport		ATM	Library
Ainthorpe	Y	N	N	Y	N	N	N	N	N	N	Y	Quoits	N	N
Aislaby	N	N	N	Y	N	N	N	N	Y	N	N		N	N
Ampleforth	Y	Y	Y	Y	N	N	Y	N	Y	Y	Y	School and playing fields	N	N
Appleton le Moors	N	N	N	Y	N	N	N	N	Y	Y	Y	tennis courts	N	N
Battersby	N	N	N	N	N	N	N	N	N	N	N		N	N
Battersby Junction	N	N	N	N	N	N	N	N	N	Y	N		N	N
Boltby	N	N	N	N	N	N	N	N	Y	N	N		N	N
Carlton in Cleveland	Y	N	N	Y	N	N	N	N	Y	N	N		N	N
Castleton	Y	Y	Y	Y	N	N	N	N	Y	Y	Y	cricket pitch, bowling green	N	N
Charltons	N	N	N	N	N	N	N	N	Y	Y	Y	playing field	N	N
Chopgate	Y	N	N	Y	N	N	N	N	Y	N	Y	cricket pitch	N	N
Cold Kirby	N	N	N	N	N	N	N	N	Y	N	N		N	N
Commondale	N	N	N	Y	N	N	N	N	Y	N	N		N	N
Cowesby	N	N	N	N	N	N	N	N	N	N	N		N	N
Coxwold	N	N	N	Y	N	Y	N	N	Y	Y	Y	tennis courts, playing field	N	N
Danby	N	N	Y	Y	N	N	Y	N	Y	N	Y	cricket pitch, quoits	N	N
Easington	N	N	N	Y	N	N	N	N	Y	Y	N		N	N

	Primary School	General Store	Post Office	Pub	Bank	Garage	Doctor's Surgery	Chemist	Village/ Other Hall	Play area	Other Sport			
Egton	Y	N	N	Y	N	Y	Y	Y	Y	Y	Y	football, cricket, tennis	N	N
Egton Bridge	Y	N	N	Y	N	N	N	N	N	N	N		N	N
Ellerby	N	N	N	Y	N	N	N	N	N	N	N		N	N
Faceby	N	N	N	Y	N	N	N	N	Y	Y	Y	tennis, football	N	N
Fadmoor	N	N	N	N	N	N	N	N	Y	N	N		N	N
Fylingthorpe	Y	Y	N	Y	N	Y	N	N	Y	Y	Y	cricket, football	N	N
Gillamoore	Y	N	N	Y	N	N	N	N	N	Y	Y	muga, cricket, football	N	N
Glaisdale	Y		Y	Y	N	Y	N	N	Y	Y	Y	cricket, tennis	N	N
Goathland	Y	Y	Y	Y	N	N	N	N	Y	Y	Y	cricket	N	N
Goldsborough	N	N	N	Y	N	N	N	N	N	N	N		N	N
Grosmont	N	Y	Y	Y	N	N	N	N	N	N	Y	tennis, cricket	N	N
Guisborough	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		Y	N
Hackness	Y	N	N	Y	N	Y	N	N	Y	N	Y	tennis	N	N
Hawnby	N	Y	N	Y	N	Y	N	N	Y	N	N		N	N
Hawsker	Y	N	N	Y	N	N	N	N	Y	Y	N		N	N
Helmsley	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	cricket, tennis, bowling green, swimming	Y	Y
High Kilburn	N	N	N	N	N	N	N	N	N	N	N		N	N
Hinderwell	Y	Y	Y	Y	N	Y	N	N	Y	Y	Y	football, tennis	N	N
Houlsyke	N	N	N	N	N	N	N	N	N	N	N		N	N
Hutton Buscel	N	N	N	N	N	N	N	N	Y	Y	N		N	N
Hutton le Hole	N	N	N	Y	N	N	N	N	Y	N	Y	tennis, boules, bowling green	N	N
Hutton Village	N	N	N	N	N	N	N	N	N	N	N		N	N
Ingleby Greenhow	Y	N	N	Y	N	N	N	N	Y	N	Y	cricket	N	N
Kepwick	N	N	Y	N	N	N	N	N	Y	N	N		N	N
Kilburn	N	N	N	Y	N	N	N	N	Y	N	N		N	N
Kildale	N	N	Y	N	N	N	N	N	Y	N	Y	cricket, football	N	N



	Primary School	General Store	Post Office	Pub	Bank	Garage	Doctor's Surgery	Chemist	Village/ Other Hall	Play area	Other Sport			
Lastingham	N	N	N	Y	N	N	N	N	Y	N	N		N	N
Lealholm	Y	Y	Y	Y	N	Y	N	N	Y	N	Y	quoits, cricket	N	N
Levisham	N	N	N	Y	N	N	N	N	Y	N	N		N	N
Littlebeck	N	N	N	N	N	N	N	N	Y	N	N		N	N
Lockton	N	N	N	Y	N	N	N	N	Y	Y	Y	cricket (not currently in use)	N	N
Lythe	Y	Y	Y	Y	N	Y	N	N	Y	Y	Y	cricket, football, bowling green	N	N
Mickleby	N	N	Y	Y	N	N	N	N	Y	N	N		N	N
Nether Silton	N	N	Y	Y	N	N	N	N	Y	Y	Y	cricket	N	N
Newholm	N	N	N	Y	N	N	N	N	Y	N	N		N	N
Newton on Rawcliffe	N	N	N	Y	N	N	N	N	Y	N	N		N	N
Newton under Roseberry	N	N	N	Y	N	N	N	N	N	N	N		N	N
Old Byland	N	N	N	N	N	N	N	N	N	N	N		N	N
Oldstead	N	N	N	Y	N	N	N	N	Y	N	N		N	N
Osmotherley	Y	Y	Y	Y	N	Y	N	N	Y	Y	N		N	N
Oswaldkirk	N	N	N	Y	N	N	N	N	Y	Y	N		N	N
Over Silton	N	N	N	N	N	N	N	N	Y	N	N		N	N
Pockley	N	N	N	N	N	N	N	N	Y	N	N		N	N
Port Mulgrave	N	N	N	Y	N	N	N	N	N	N	N		N	N
Ravenscar	N	Y	Y	Y	N	N	N	N	Y	N	N		N	N
Rievaulx	N	N	N	N	N	N	N	N	Y	N	N		N	N
Robin Hood's Bay	N	Y	Y	Y	N	N	Y	Y	Y	Y	Y	bowling green, tennis	N	N
Rosedale Abbey	Y	Y	N	Y	N	N	N	N	Y	Y?	N		N	N
Runswick Bay	N	N	N	Y	N	N	N	N	N	N	N		N	N
Sawdon	N	N	Y	Y	N	N	N	N	Y	Y	N		N	N
Scalby	Y	Y	N	Y	N	N	N	N	Y	N	Y	cricket, football	N	N

	Primary School	General Store	Post Office	Pub	Bank	Garage	Doctor's Surgery	Chemist	Village/ Other Hall	Play area	Other Sport			
Scawton	N	N	N	Y	N	N	N	N	Y	N	N		N	N
Sinnington	Y	N	N	Y	N	N	N	N	Y	N	N		N	N
Sleights	Y	Y	Y	Y	N	N	Y	Y	Y	Y	Y	cricket, bowling green	N	N
Sneaton	N	N	N	Y	N	N	N	N	Y	N	N		N	N
Spaunton	N	N	N	N	N	N	N	N	N	N	N		N	N
Stainsacre	N	N	N	Y	N	??	N	N	N	Y	N		N	N
Staintondale	N	N	Y	Y	N	N	N	N	Y	N	N		N	N
Staithe	Y	Y	Y	Y	N	N	Y	N	Y	Y	Y	athletics club	Y	N
Swainby	N	Y	Y	Y	N	N	N	N	Y	Y	Y	football, bmx	N	N
Thimbleby	N	N	N	N	N	N	N	N	N	N	Y	cricket	N	N
Thornton le Dale	Y	Y	Y	Y	N	N	Y	Y	Y	Y	Y	football, cricket, squash, muga	Y	N
Ugglebarnby	N	N	N	N	N	N	N	N	N	N	N		N	N
Ugthorpe	N	N	Y	Y	N	N	N	N	Y	N	N		N	N
Wass	N	N	N	Y	N	N	N	N	Y	N	N		N	N
West / East Ayton	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	cricket, bowling green	Y	N
Westerdale	N	N	N	N	N	N	N	N	Y	N	Y	cricket	N	Y

## Appendix 3 – List of Consultees

The following organisations were directly asked for comments on this assessment in January 2019:

- North Yorkshire County Council
- York, North Yorkshire & East Riding Local Enterprise Partnership
- Redcar & Cleveland Borough Council
- Hambleton District Council
- Ryedale District Council
- Scarborough Borough Council
- Highways England
- The Environment Agency
- Northumbrian Water
- Yorkshire Water
- Northern Powergrid
- National Grid
- Mobile Operators Association
- NYNET
- Scarborough and Ryedale CCG
- Vale of York CCG
- Hambleton, Richmondshire and Whitby CCG
- North Yorkshire Fire Service
- North Yorkshire Police



**If you would like further information, please contact us:**

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