

Selby District Council

Infrastructure Delivery Plan

September 2014

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1. Introduction

- 1.1 This Infrastructure Delivery Plan (IDP) provides a resource which outlines the presence of and planned delivery of infrastructure which is relevant to the area covered by the Local Plan for Selby District. The Local Plan is not a single document but comprises the adopted Core Strategy and the emerging Sites and Policies Local Plan (when adopted). It brings together in one document the investment plans of many different organisations, in both the public and private sector. This document gives the position as of September 2014. The IDP is an evolving document and will be updated as appropriate to present the most up-to-date picture.
- 1.2 The IDP was initially developed to form part of the evidence base which underpins the Core Strategy. As it is a living document it is now being updated to support the emerging Sites and Policies Local Plan (or SAPP or 'PLAN Selby') The initial work already undertaken with IDP consultation partners will also help to inform the PLAN Selby initial consultation and help identify the required infrastructure needs to deliver the plan.
- ### Background
- 1.3 Paragraph 162 of the NPPF states that
- Local planning authorities should work with other authorities and providers to:*
- *assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and*
 - *take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.*
- 1.4 The IDP forms part of the evidence base which underpins the emerging PLAN Selby and will be submitted for Examination alongside it. The IDP includes information on who will provide the infrastructure and when it will be provided. The IDP includes information on:
- Needs and cost
 - Funding sources
 - Responsibility for delivery
 - The specific infrastructure requirements of sites allocated for development in PLAN Selby
- 1.5 The IDP also supports the Community Infrastructure Levy (CIL). For this purpose, the IDP is intended to demonstrate that there is a need for a

wide variety of infrastructure improvements – it is not intended to form the Regulation 123 List, nor be exhaustive. For more information on CIL, see www.selby.gov.uk/cil

1.6 Due to the budgeting processes of different agencies whose projects are relevant to the Core Strategy, less information about future projects may be available than would be desired, especially for projects that are planned to take place after the first five years of the plan. The plan should make proper provision for such uncertainty where it can be demonstrated that there is a reasonable prospect of provision.

1.7 The Council is committed to communicating on a regular basis with stakeholders and infrastructure providers through formal consultation, meetings and correspondence. Stakeholders and infrastructure providers are kept informed of the progress of new policy documents and of proposals that may impact on their service, together with being involved in master planning exercises for sites where appropriate.

Document Structure

1.8 This IDP briefly outlines the current situation in the main infrastructure areas of transport, energy, education, health, water & drainage, emergency services, leisure, community facilities and green infrastructure.

1.9 Appendix 1 sets out a detailed table showing the known infrastructure projects planned and proposed and will also be updated as the PLAN Selby process is able to allocate sites and recognise site specific infrastructure needs.

1.10 Information has been gathered from key infrastructure providers, Council partners, and other organisations in a number of stages since the Core Strategy IDP was started. The infrastructure needs have been established from individual organisations' own plans and strategies, as well as consultation responses following scenario-based growth options. Other consultation exercises have also yielded information over the last few years, including for example Site Allocations Development Plan Document (SAPD) consultation¹, and research in to the Countryside and Green Spaces Strategy.

1.11 The key infrastructure partners include in full:

- Natural England
- IDB York Consort
- IDB Shire Group
- IDB Selby
- British Waterways
- Arriva
- NY Police
- The Coal Planning Authority
- Northern Gas Network
- YDEL
- NHS
- Sport England

¹ The SADPD reached consultation on Preferred Options in 2011 but was paused while the Core Strategy was at Examination. The SAPP or PLAN Selby now replaces the SADPD and is being progressed now that the CS has been adopted.

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- Parish Councils
- Campaign to protect rural England (CPRE)
- Highways Agency
- National Grid
- Yorkshire Water
- NY County Council
- Leeds City Region
- Network Rail
- NYCC
- Environment Agency
- English Heritage
- Yorkshire Wildlife Trust
- Neighbouring Authorities

2. The Situation in Key Infrastructure Areas

Transport

Road Network

- 2.1 The Highways Agency is responsible for the national Strategic Road Network (SRN), primarily motorways and major trunk roads. Specifically within the plan area they are responsible for sections of the M62, A1(M) and A64. The M62 and A1(M) are three lane dual carriageways with grade separated junctions². The A64(T) is an all purpose dual carriageway with grade separated junctions. No sections of the SRN within Selby District currently have regular weekday traffic congestion problems, however being a commuter route to the urban centres of West Yorkshire it suffers from the associated rush-hour effect.
- 2.2 The cumulative impact of development in Selby District over the life of the plan (to 2028) also indicates impacts on sections of the SRN that are outside of the District – at Askham, Bishopthorpe, Heslington, Tadcaster and Wetherby. In addition various junctions may experience capacity issues – these are the A64, A1079, A19 and A162, and the M62 at junction 34. There is a cross-boundary Technical Officers group that is addressing the A64(T). In many cases, further investigation works need to be carried out, and joint working arranged with adjacent LPAs Selby District Council commissioned its Highways Study in August 2014, to report in December 2014 which will inform the IDP and PLAN Selby when we come to determine precise numbers and locations of sites for new development.
- 2.3 North Yorkshire County Council (NYCC) is responsible for the maintenance of all the other roads in the district (except privately owned roads). NYCC has funding available to support the general maintenance of roads, bridges and railways and various minor improvements to the transport infrastructure. Funding is also in place for safety initiatives and Community Transport schemes.
- 2.4 The third Local Transport Plan (LTP3) has recently been adopted by NYCC. The LTP3 covers the period from April 2011 to March 2016, and sets out what is hoped to be achieved in terms of the issues facing residents and visitors to the County, and what types of actions can be taken to achieve objectives. It also includes information as to how transport networks and services will be managed, maintained and improved and includes measures to monitor achievement efficiency and improve performance.
- 2.5 The Highways Agency and North Yorkshire County Council are

² A junction where vehicles joining and leaving the flow of traffic do so using slip roads.

committed to partnership working with the Council, taking the form of early and continued involvement in the development of the Local Development Framework; contributing evidence and ensuring that development is centred on suitable location with appropriate infrastructure support. No strategic deficiency has been highlighted that cannot be accommodated through the planning process.

- 2.6 The HA's current position is that the level of development proposed within Selby is likely to have an impact on the strategic road network. SDC's highway study will inform PLAN Selby, and this information will be prepared in consultation with NYCC and the HA to enable them to provide more detailed comments on the scale and nature of the impact, and if any mitigation may be necessary.
- 2.7 A number of highway improvement schemes have been identified in this IDP. It should be noted that the schemes have not been designed or tested in terms of viability. These schemes were identified by the local communities but further assessments would need to take place regarding the need of such schemes and the feasibility of implementation. The costs shown are indicative only for the Purposes of CIL. Scheme design, possible land acquisition and location of statutory undertakers apparatus all need considering in future cost estimates as schemes are brought forward. The inclusion of the schemes at this early stage it to flag that there are a number of highway improvements required in the network at present, and growth in these places will exacerbate the need to take action.

Buses

- 2.8 Most of the local bus services within the Core Strategy area are provided by Arriva. Services with less coverage and/or frequency in the district are currently operated by Metro, Transdev Coastliner, Thornes, Utopia and York Pullman.
- 2.9 It is appreciated that a regular bus service is an important part of maintaining sustainable settlements, allowing people to choose to reduce the number journeys made by car, and enabling those without private transport to have independence and access to jobs and services outside of their immediate locality.
- 2.9 Although Arriva is not currently in a position to commit to long term plans for future levels of transport provision, the company is keen to receive early information on specific site development and to exchange strategic planning information with the Council.
- 2.10 A number of services that operate in the District were reduced in 2011 due to the withdrawal of NYCC subsidies. As an example of the costs associated with providing a bus route into a new development, Arriva estimate that it would cost approximately £2,500 per week to kick start a bus route through a site in Selby during its development to subsidise

early use until the site is advanced enough to support itself. This would include a 30 minute frequency service between 0700-1900. Any temporary diversion of an existing bus service through a new site would need to be calculated and risk assessed individually. Arriva and other bus service companies provide services where they are economically viable, and estimate that services can be added to in the future, provided that they are viable to the business and begin with start up funding secured through the planning process.

Rail

- 2.11 There are seven passenger rail stations within the Core Strategy area, at Selby, Sherburn in Elmet, South Milford, Ulleskelf, Church Fenton, Hensall and Whitley Bridge.
- 2.12 Network Rail's Northern Route Utilisation Strategy (RUS) seeks to balance capacity, passenger and freight demand, operational cost, and address the requirements of funders and stakeholders. The RUS for this area forecasts significantly more growth in rail usage over the next ten to twenty years. Doubts are expressed on the likelihood of accommodating growth in services, such as increased frequency and new rolling stock, beyond further train lengthening.
- 2.13 Rail infrastructure funding is allocated by the regulator every five years, but does not cover improvements or accessibility to stations. It is anticipated that these are particular areas where contributions associated with the development of large sites will be focused. The provision of additional car parking at South Milford (estimated cost excluding land acquisition is some £500,000) and installation of lifts at Selby (estimated costs is some £1.5 million) are considered to be particular priorities. Both of these projects are likely to involve funding from the rail authorities and developer contributions (possibly through CIL).
- 2.14 The Route Plan (2008) for North Trans-Pennine, North and West Yorkshire, identifies plans for a much enlarged parkway station at Micklefield, which although outside of the District, is likely to impact on travel patterns by both road and rail from inside and through the District. A less costly scheme is also being considered, to add an extra platform. Travellers from Selby would benefit from a non-stopping service if these plans go ahead, however barriers at level crossings would also need to close more regularly, with a knock on impact to road traffic. A further impact would be the loss of through trains to Micklefield/ Garforth/ Crossgates. The plans are being reviewed at this point in time.
- 2.15 Electrification of the Trans Pennine route has now been confirmed. From Neville Hill (Leeds) through to Selby station, and from Micklefield Junction to Colton Junction on the East Coast Main Line. Selective enabling works (principally bridge alterations) is scheduled for Spring 2015, to allow for the full introduction of electric services in 2018. The electrification is being funded by the Department for Transport and

delivered by Network Rail. The cost is around £250million for the whole route. As this project is wholly funded, it has not been added to the IDP table at the end of this document.

- 2.16 The national HighSpeed2 railway network will pass through Selby District as the line branches off the existing East Coast Main Line near to Church Fenton on its way to Leeds. This is part of Phase 2 of the HS2 project and is likely to start in 2032.
- 2.17 Work on the re-furbishment of the Selby swing bridge is now complete at a cost of some £8 million. The bridge re-opened on time and to budget on 8th September 2014.
- 2.18 Network Rail has an ongoing policy of reviewing its level crossings as they represent the single biggest risk to the operation of today's network. Through the local plan process (and by extension the IDP), the operator is seeking opportunities to shut crossings either through contributions to direct funding, or where an adjacent development provides the opportunity (such as the successful agreement at Olympia Park).
- 2.19 Recent funding announcements mean that most well-used services can expect to have an extra carriage added, leading to capacity to seat up to 100 more passengers on each journey.
- 2.20 A 'Yorkshire Card' (along the lines of the Oyster Card used on London Transport³) is also being considered within the plan period. This could mean that residents use local stations, rather than travelling to stations inside the West Yorkshire boundaries, to access cheaper fares.
- 2.21 The franchises that affect the District will be reviewed and re-issued in October 2015, with the tender process currently under way. This is the time for those organisations bidding for the contracts to consult with the Council. Any new plans will be included in revisions of the IDP.
- 2.22 No strategic deficiency has been highlighted that cannot be accommodated through the planning process.

Energy

- 2.23 National Grid own both the electricity transmission network and the high pressure gas transmission system present in the District, providing electricity supplies from generating stations to local distribution companies in the Core Strategy area. No capacity issues have been identified which would constrain growth planned through the life of the Core Strategy.
- 2.24 CE Electric UK is responsible for delivering electricity in the District through its subsidiary company Yorkshire Electric Distribution (YEDL). The company is in a monopoly position and regulated by Ofgem. The main drivers for investment are asset conditions and customer requests for new or improved connection capacity. The company is a consultee

³ i.e. a smartcard that stores credit, can be loaded with other passes and offers cheaper travel

on all policy documents. Yorkshire Electricity Long Term Development Statement provides information on local capacity.

- 2.25 The infrastructure that forms an essential part of the gas transmission system includes Northern Gas Networks, who are responsible for distributing gas to homes and businesses on behalf of companies who own gas. Gas is not available in all parts of the District, and Development through PLAN Selby is not dependent upon supply as LPG, oil and electricity are also available in place of gas to serve the energy needs of the District.
- 2.26 No strategic deficiencies in delivering energy have been highlighted.

Water and Drainage

Water Supply

- 2.27 Water Supply within the Core Strategy area is provided by Yorkshire Water (YW). There are two important aquifers – the Sherwood Sandstone Aquifer to the west of Selby, and the Magnesian Limestone Aquifer situated along the western side of the District. A service Reservoir also lies under Brayton Barff which is fed by rivers and groundwater.
- 2.28 The Environment Agency (EA) advise that the principal aquifer serving the District (the Sherwood Sandstone Aquifer) with public water supply is now fully committed, meaning that new abstraction licences will only be granted from the River Aire or Selby Canal.
- 2.29 Water to serve new housing developments will be available as part of the public water supply from the Yorkshire Water grid. YW advise that supply is unlikely to be a constraint, as powers exist and measures are in place to ensure supply. Water supply may be a constraint in the early years of the plan as YW work in 5 year plans, and this means that some villages/sites may not deliver until later in the plan period.

Flood Risk Management

- 2.30 The EA has been actively involved in the preparation of the Council's Strategic Flood Risk Assessment 2010 update including the stages of strategic site selection and distribution options. The EA advises that the document demonstrates a robust knowledge of the flood risk challenges in the District. The SFRA will be updated as part of a program working with the EA, IDB and NYCC as the strategic flood risk authority.
- 2.31 Flood defences are present within the District, and in recent years Selby and the surrounding area have been provided with modern flood defences in order to protect it from the sort of major flooding event that occurred in the year 2000.
- The EA has action plans for 0-5, 5-10 and 10-15 year periods in the District. The most significant planned capital schemes are identified below:

- **Tadcaster Flood Defences** – Approx cost of improvements £5 Million (lifetime cost of protection at 1:100 standard is £37.3 million, duration of work = 2 years). Project in medium term plan. Risk = Landowners objection to scheme.
- **Selby Dam Pumping Station** – Approx cost £3 million. Options = Increase pump capacity or build new Pumping Station. Risk = power failure can lead to property flooding.
- **Cawood Flood Defences (Right Bank)** – Approx cost of improvements = £10 million. Four options exist which need feasibility study carrying out. Risk = Failure of defences potential impact on the Village and Selby Dam. Project in the medium term plan.
- **Ulleskelf Flood Defences** – Approx cost of rebuild = £10 million. Project in medium term plan. Risk = Scheme not yet developed, predict poor cost benefits.

2.32 Climate change and changes to Flood Defence Infrastructure Funding also pose significant problems in terms of potential increased flooding and greater constraints in accessing capital funds. The costs associated with the flood risk management scheme can be refined once the schemes are progressed into detailed design stage. The current figures are approximations. Due to funding uncertainty in the future, it is anticipated that schemes planned for delivery from 2016 onwards will require external contributions, which could be sought through developer contributions, a CIL or similar mechanism.

Waste Water

- 2.33 Yorkshire Water has been actively involved in the preparation of the Core Strategy providing advice on the potential for future expansion of settlements in terms of the capacity of Waste Water Treatment Works and the sewerage system.
- 2.34 Yorkshire Water has five year investment periods, and uses population forecasts to plan allocation of funds. The 2015-2020 Business Plan proposals consider the level of growth of the Core Strategy and can be accounted for and capacity be made available. Completion of necessary investment is scheduled up to March 2020.
- 2.35 Developer Contributions may be necessary to fund improvements to infrastructure where capacity issues exist. Once allocations are firmed up, more assessment of capacity can be made. In the early years of the plan, delivery may be constrained until capacity can be made for new development.

Surface Water Drainage

- 2.36 In parts of the District deficiencies exist in surface water drainage

capacity, however, various options exist to cope with this situation where new development is proposed on Greenfield sites. This may be dealt with at application stage, and through the Building Regulations process. There may also be options to retrofit SUDS in urban areas which can decrease runoff. By redirecting runoff surface water can be much reduced.

Land Drainage

- 2.38 A number of Internal Drainage Boards that are members of the York Consortium of Drainage Boards, together with The Selby Area Internal Drainage Board is responsible for land drainage. A number of watercourses rely on a final pumped discharge into main rivers. Pumping Stations are generally at capacity, and cannot accept significant increased flows to them in peak flow times.
- 2.39 The Internal Drainage Boards are a regular consultee on policy documents and planning applications, and are committed to early consultation on proposed site allocations and development plans.
- 2.40 There are several area where land drainage flow capacity is contributing to flooding, and vice versa through combined channels and pinch points. This is not a drainage issue as such, but can be considered a flooding issue.
- 2.41 No strategic deficiency in relation to water supply, waste water treatment and land drainage has been highlighted that cannot be accommodated through the planning process.

Waste Management

- 2.42 As part of its long term waste strategy 'Lets Talk Less Rubbish', the York and North Yorkshire Waste Partnership has agreed a network of Waste Transfer Stations (WTS), where waste will be bulked and transported to a central Waste Recovery Park which will provide recycling and energy recovery. The Partnership has secured land to accommodate a WTS in close proximity to Selby Town, which will need to be in operation from when the treatment plant begins operation. It is anticipated that the finance for these facilities will not involve the need for developer contributions, and that it is not anticipated that there are not any strategic issues relating to the supply of this infrastructure.
- 2.43 More recently, waste issues are being addressed through the emerging NYCC Joint Minerals and Waste Local Plan that is being prepared 2013-present.

Education

Schools

- 2.44 North Yorkshire County Council is the Local Education Authority for the District. Selby is served by a number of Primary Schools and six

Secondary Schools (Selby High School, Barlby High School, Brayton High School, Sherburn High School, Holy Family RC High School Carlton, and Tadcaster Grammar School). Knaresborough King James, Fulford and Snaith School are situated outside of the District and serve a number of Parishes on the fringes of the District. Capacity issues and indicative costs are highlighted in Appendix 1; however detailed costs cannot be established until the scale and timescale of growth is confirmed in any particular locality.

- 2.45 In terms of the Designated Service Villages, NYCC indicate that seven primary schools are unlikely to be able to support additional pupils from new housing without expansion of the existing school facilities. Other villages may also fall into this group, depending on the level of allocations planned. It is also noted that the proposed expansion levels at Sherburn and Tadcaster could not be absorbed by local primary schools, with significant shortfalls anticipated. Developer contributions will be therefore necessary to ensure adequate capacity is provided, and the recent permission on the Phase 2 site in Sherburn is addressing this through a Section 106 agreement.
- 2.46 The capacity of Tadcaster Grammar School will also need to be closely monitored, as it is impacted on by preferences of families who live outside of the District.
- 2.47 The planning application for the Olympia Park Strategic Development Site is addressing education needs through negotiation of a Section 106 agreement. An application elsewhere in Barlby is also contributing to school places through S106.
- 2.48 It is likely that the amount of developer contributions gathered through S106 and/or CIL will not be sufficient to deliver the necessary expansion in local schools capacity. As such, NYCC would need to supplement this by prioritising capital for additional school places (either at existing sites where appropriate or new sites).
- 2.49 The Education Authority is being kept involved in development proposals and masterplanning exercises, to enable them to provide relevant and current data.

Children's Centres

- 2.50 Children's Centres are a focal point for Early Years Services, dealing with prospective parents and families with children up to the age of five.
- 2.51 There are five Children's Centres in the District at Tadcaster, Sherburn in Elmet, Selby South, Selby North, and Brotherton, Byram & Fairburn. The centres provide a range of services relating to community health services, outreach to vulnerable families, information and advice, support to childminders, activities for children and parents/carers, together with links to Jobcentre Plus, all brought together under one roof.
- 2.52 No strategic deficiency has been highlighted in relation to primary and secondary education that cannot be accommodated through the

planning process.

Adult and Community Services

- 2.53 North Yorkshire County Council provides support and help for adults in the District. One of the Commissioning Aims of the Strategic Commissioning Plan for Adult and Community Services (Strategic Commissioning for Independence, Well-being and Choice 2007-2022) is 'The Right Place to Live', which calls for a range of affordable and appropriate housing to meet people's needs. The County Council's policy is to move away from residential care for the elderly and towards Extra Care Housing of mixed tenure. Such housing can also cater for the needs of vulnerable adults. As well as specialist housing, mainstream housing also needs to take account of the needs of an ageing population, through the use of Lifetime Homes standards. Further details will be explored through the masterplanning of significant developments, and no strategic deficiency has been highlighted that cannot be accommodated through the planning process.

Health

- 2.54 Vale of York Clinical Commission Group and NHS England are responsible for health care within the Core Strategy area. The Strategic Plan 'Healthier Lives 2010-2015' guides work over the next 5 years. Key priorities of the strategy are to focus on 'care in the community' to ensure that people receive care closer to home whenever possible, to tackle the way that dementia services are coordinated, and to support the population in changing to healthier patterns of behaviour.
- 2.55 The New Selby War Memorial Hospital opened in 2011 alongside a new Civic Centre. The Hospital deals with day patients, but more focussed care is provided in York and Leeds hospitals. There are three Doctor's surgeries in Selby: they each cover Selby and the surrounding area including the settlements which may accommodate additional development such as Barlby/Osgodby, Brayton, Thorpe Willoughby, Cawood, Hambleton, and Hemingbrough.
- Posterngate Surgery (also has a branch in Hemingbrough). The limited size of Surgery sites indicates a capacity gap in the future.
 - Scott Road Medical Centre in Selby is almost at capacity and will require additional capacity to be developed to accommodate growth within its catchment area. Estimated costs for the required extension are in the region of £500,000.
 - Beech Tree Surgery in Selby has branches in Riccall and Carlton and indicates an imminent capacity problem for the main site, which requires an extension to cope with future additional patients. Estimated costs for the required extension are in the region of

£750,000.

- 2.56 Elsewhere in the District, Surgeries are found in Sherburn in Elmet and Tadcaster, and these serve the wider rural areas. In the south of the District, medical facilities are frequently provided in other Local Authority areas. No strategic deficiencies have been found in medical provision.
- 2.57 A small number of private and NHS Dentists are found in the three towns. It is understood that capacity exists for additional dental patients.

Emergency Services

Police

- 2.58 North Yorkshire Constabulary is responsible for policing. In the period up to 2027 any requirements for increased policing capacity will be met as required. This could include extensions to police buildings and/or recruitment of additional police officers, although it is noted in the short term at least that the service is constrained by funding issues.
- 2.59 The Police are consulted on all new policy documents and relevant planning applications so that they can have an impact through 'planning out crime'.

Fire

- 2.60 North Yorkshire Fire and Rescue Service provide the fire and rescue service across Selby District. The services provided to the community entail prevention, fire protection and intervention. Selby District is served by stations in Selby and Tadcaster that are crewed during the day by fire-fighters who are also on call outside of the crewed hours. Both sites are being considered for refurbishment within the next five years, however, this is not anticipated to impact on service delivery.
- 2.61 Sherburn in Elmet is reliant on fire services provided through Selby and Tadcaster.
- 2.62 The Fire Service are invited to be involved on the consultation of all new policy documents and are official consultees on particular relevant planning applications.

Ambulance

- 2.63 The North Yorkshire Ambulance Service operates within the Core Strategy area, and is responsible for providing emergency, urgent and non-urgent ambulance and transport services and out-of-hours unscheduled care services. Their Business Plan sets out plans to develop a comprehensive Estates Strategy.
- 2.64 No strategic deficiency has been highlighted in relation to emergency services.

Leisure

- 2.65 There are fitness and leisure centres at Selby and Tadcaster, both of

which are managed on behalf of the Council by a Leisure Trust. Facilities at Selby are being expanded with a new Swimming and leisure centre currently under construction following a devastating fire in 2012 which is planned to open in early 2015.

- 2.66 Several smaller privately owned health and fitness facilities operate in the District and one national multiple fitness club operates in Selby Town. Some community halls also provide a range of indoor sports facilities.
- 2.67 As part of a recently granted employment scheme in Selby, a new sports field is being developed at the Selby College site, which will be for use by anyone living in the District.
- 2.68 A number of local semi-professional and amateur sports clubs have indicated a desire for new or improved facilities across the District. A number of Parish Councils have also indicated a desire for additional open spaces and/or play equipment. Further background studies will inform PLAN Selby with up to date playing pitch and sports facilities studies in due course.

Community Facilities

Community Halls

- 2.69 A recent Parish Services survey has identified 58 Community Halls within the District. These provide places for communities to meet, as well as accommodating activities such as evening classes and fitness opportunities.

Libraries

- 2.70 There are four libraries within the Core Strategy area, at Selby, Sherburn in Elmet, Barlby and Tadcaster. These services are provided by North Yorkshire County Council. NYCC provides funding for Community Libraries and for upgrades to ICT systems. Barlby Library is run by volunteers and the Parish Council.

Cemeteries

- 2.71 There are large cemeteries in Selby at Westfield Road, On Leeds Road in Tadcaster, and Church Hill, Sherburn in Elmet. Most villages across the District also have a smaller cemetery. There are no crematoria in the District, but close by in Pontefract and York.
- 2.72 There is a growing need for cemeteries in the District, with several Parish Councils indicating a shortage of burial plots, notably in Sherburn in Elmet and Monk Fryston.

Green Infrastructure

- 2.73 The provision of open spaces for recreation and sport - combined with wildlife habitats and other green spaces and the incorporation in

developments of environmental assets such as green roofs and sustainable drainage systems, both within the District and in adjoining authorities, make an important contribution to the quality of life, and helps mitigate the impact of development on the local community and biodiversity. In addition, as Green Infrastructure (GI) can provide social, economic and environmental benefits to those who live and work in the District it is important for GI to be integrated into developments that are planned for the District over the life of the Core Strategy, including the strategic development site at Olympia Park. Green Infrastructure should be linked up to the wider network to connect habitats and improve environments.

- 2.74 Selby District contains many nationally and internationally designated nature conservation sites, including the River Derwent, Fairburn Ings and Skipwith Common. Locally-designated Sites of Importance for Nature Conservation (SINC) add to biodiversity interest in the district. There is a need to ensure the network is protected, and impacts from development managed. The potential impact of individual development sites will be addressed in connection with PLAN Selby, taking advice from key stakeholders who are experts in the field.
- 2.75 There is a varied and comprehensive supply of public open space provided within the Core Strategy area, comprising equipped and informal play spaces, sports facilities, greens, parks & gardens and allotments. Many of these spaces are managed by parish and town councils, together with Schools, clubs, the District Council and private landowners. The planned provision of new public open spaces and improvements to existing spaces will be negotiated and provided through individual planning consents, however, significant development sites will need to demonstrate from early planning stages a strategic approach to embedding GI benefits in a scheme and how it will connect to the wider environment.
- 2.76 Leeds City Region has produced a GI Strategy and Delivery Plan, both of which will guide future provision of GI in the District. Additionally, Natural England has mapped GI corridors, opportunities and deficiencies in the City Region, with the help of Local Authorities. This will form useful evidence to guide new development.

3. Phasing of Development

- 3.1 Allocations in PLAN Selby are not to be phased (released in blocks) as this will artificially stunt the supply of housing. A form of phasing is proposed in Tadcaster where due to local land availability issues, there may be a phased release of sites where earlier phases fail to deliver. This will not upset the overall need for infrastructure improvement, but may impact upon the timing of this.
- 3.2 Although it is intended that all sites will be released together at the adoption of PLAN Selby, there are likely to be “bottlenecks” in

infrastructure capacity that cool the rate of delivery in some places. This should not be considered a constraint to prevent allocations, but there must be recognition of these technical constraints in PLAN Selby, and in CIL that may take time to resolve.

Known infrastructure improvements

- 3.3 The table in Appendix 1 lists a range of infrastructure projects that have estimated cost attributed to them. These projects have been established to support the Core Strategy IDP, and following consultation with infrastructure providers, developers and community groups on a number of occasions over the last 4 years, has been updated.
- 3.4 The projects encompass a raft of scales and types of developments, and not all are directly related to growth in the settlements in the hierarchy, but more generally to accommodate growth in the District. The projects are presented as known at this point in time, but as PLAN Selby and CIL progress, it is highly likely that further projects will be added.
- 3.5 The costs of infrastructure must be borne through a combination of funding sources: Government grants and subsidies, 3rd party funds, Statutory Undertakers Obligations, and Developer Contributions among the most significant sources. The IDP is not intended to ensure all infrastructure is installed and accounted for, but instead it is to guide the allocations and policy development work with a clearer understanding of infrastructure implications. The IDP will also assist the delivery of a CIL charging mechanism.

4. Settlement summaries

4.1 The following summaries provide a checklist of the most important Infrastructure delivery issues that need to be addressed in planning to accommodate new development proposed through PLAN Selby. This document focuses on infrastructure requirements of strategic significance to the delivery of development proposed through the Core Strategy. Identifying Infrastructure requirements helps to give certainty to future plans, but it is inevitable that gaps in data will exist until development levels and precise locations emerge.

4.2 As development site options are further refined and phasing becomes more certain through the PLAN Selby, contributing stakeholders will be able to add more detail of site specific relevance. It should be noted that some site-specific information need not be addressed in this IDP – such as new access arrangements to sites (eg a junction) or the installation of an electricity transformer station in a new estate. These things are specific to each site and will be absorbed by the development of that site in the normal way.

Principal Town

4.3 **Selby** – The town is the largest, most self-contained settlement, and therefore the best placed to accommodate the highest level of growth. Selby town is well linked by road, rail and bus services, is protected by new flood defences and is served by an appropriate level of healthcare, education facilities and services. The additional infrastructure provision necessary to support development in the town includes additions to Schools and healthcare facilities, highways improvements and mitigation works, Extra Care housing, start up funds to support any new bus routes, and the provision of lifts at the Railway Station.

Local Service Centres

4.4 **Sherburn in Elmet** - is one of the next tier of settlements that provides good access to employment, services and homes and is well situated to access additional employment in York and the rest of Yorkshire with good rail, bus and road links. It is anticipated that development would need to be in step with growth in infrastructure across the board, with stakeholders highlighting the need to accommodate Primary School growth, Extra Care housing, and to manage any additional traffic onto the Strategic Road Network. A recent planning application for large scale housing growth is addressing these issues through the negotiation of a Section 106 agreement.

4.5 **Tadcaster** – The town joins Sherburn in the second tier of the settlement hierarchy. It has a traditional centre, longstanding businesses, good road and bus links, and a range of services. Tadcaster is popular as a home for those who commute to nearby Leeds, York and other towns and cities, but has suffered from limited growth in the past. For the town

to accommodate the growth indicated in the Core Strategy and keep pace with the rest of the District - water, drainage and flood alleviation – need to be supplemented, together with the need for additions to education facilities, and extra care housing.

Designated Service Villages

- 4.6 **Appleton Roebuck** – Is the largest settlement in a network of villages in this rural part of the District and is striving to improve services which will support a reasonable level of growth. Water and drainage improvements will need planning in, together with possible extensions to the Primary School.
- 4.7 **Barlby/Osgodby** – Has a good level of combined services and infrastructure, but is also in close proximity to what is on offer in Selby town. It is anticipated that water and drainage issues will need to be addressed, together with the need for additional education capacity in order to keep pace with development. This excludes the requirements of Olympia Park Strategic Site, which is dealt with separately.
- 4.8 **Brayton** – The village lies adjacent to Selby Town, with good local services. There is a need for extended education capacity at primary level to cater for housing growth'
- 4.9 **Byram/Brotherton** – These villages have good local services and access to larger centres outside of the district. The infrastructure that needs to be improved to accommodate growth includes water and drainage, and Primary education.
- 4.10 **Carlton** – The village has a good level of local services, and in order to accommodate a level of growth Primary education will need to be supplemented, and water and drainage capacity will need to be enhanced in phase with development.
- 4.11 **Cawood** – Has good local services and is connected by bus to Selby and York. Depending on the level of future development in Cawood an extension may be required at the Primary School. Flood defence works may also be required.
- 4.12 **Church Fenton** – Is well connected by public transport to a range of larger settlements, and provides a good range of services itself. In order to accommodate a level of growth it is anticipated that water and drainage capacity will need improvement together with an extension to the Primary School.
- 4.13 **Eggborough/Whitley** – Good range of services serve the combined villages, which make up the largest settlements in the south of the District. Good transport links. New developments would need to be in phase with water and drainage improvements, with demand management for highway use and a likely extension of the Primary School and Extra Care housing.
- 4.14 **Escrick** – A village with excellent services and facilities in close proximity and well connected to York by road and bus links. Depending

on the level of development to be accommodated additional capacity in the Primary School and water and drainage improvements may be required. Some highway improvements may also be necessary, subject to site appraisals.

- 4.15 **Hambleton** – Is well connected to services and employment opportunities. In order to accommodate development, capacity will be required at the Primary School, and improvements may be necessary to water and drainage infrastructure.
- 4.16 **Hemingbrough** – Provides a good range of local services and infrastructure. Depending on the scale of development to be accommodated improvements to capacity for water and drainage, education and health may be required.
- 4.17 **Kellington** – A village with limited services, but very well related to larger neighbours. Depending on the scale of development, an extension to the Primary School may be required and development should be in phase with improvements to the Waste Water Treatment Works.
- 4.18 **Monk Fryston/Hillam** – Good range of combined local services. Depending on the level of development proposed, improvements may be required to water and drainage infrastructure and capacity added to the Primary School.
- 4.19 **North Duffield** – Provides a good level of local services. The known capacity issues that will need to be addressed to accommodate development centres on Primary School capacity and the need for water and drainage improvements.
- 4.20 **Riccall** – Provides a good level of local services and is well connected by highway and public transport to larger centres. Any proposed development will need to take into account capacity issues relating to Primary education and water and drainage infrastructure. Extra Care housing is also identified as an area of need.
- 4.21 **South Milford** – Supplies good local services and in close proximity to Sherburn. The Railway Station will require improvements should its use be impacted upon by significant development in the surrounding area particularly in terms of additional car parking. Other travel impact will need to be taken into account and depending on the scale of development, the local Primary School may require an extension.
- 4.22 **Thorpe Willoughby** – Good local services and access to Selby and larger settlements. To accommodate any new development the Waste Water Treatment Works in Hambleton will need investment. Added capacity at local Primary School may be needed. Extra Care housing is also identified as an area of need.
- 4.23 **Ulleskelf** – The village has limited local services, but is well linked by public transport to larger settlements. In order to accommodate any new development Primary School extension and capacity at Tadcaster Waste

Water Treatment Works will need to be addressed. Flood alleviation remains an issue to investigate further in any site allocations.

5. Conclusion

- 5.1 This IDP identifies the scale of infrastructure investment required to accommodate the Core Strategy aspirations for sustainable growth, bringing together the investment plans and development aspirations of many key organisations.
- 5.2 PLAN Selby, CIL and the IDP have been prepared in consultation with service and infrastructure providers, and no major constraints to the delivery of Core Strategy proposals have been identified.
- 5.3 The IDP is intended to be a working document that will be kept up to date as decisions are made and additional information is established.
- 5.4 PLAN Selby interrelates with the IDP as it will consider infrastructure provision at a far more detailed level than is possible in the Core Strategy on which the IDP was originally based. For example as sites are assessed and later allocated it will become clear what specific infrastructure is required and if land contributions or payments towards locally identified priorities will be required.
- 5.5 The IDP is not intended to highlight constraints, but to flag issues around capacity that may be addressed in policy development to ensure development is accommodated sustainably.

Appendix 1 Planned and Proposed Infrastructure Projects

Area	Infrastructure	10 years cost	Other available or anticipated funding	Funding gap €
Strategic - area wide	£20,795,130.00		£18,545,130.00	
Drainage	Riccall/Barlby/Escrick/Hemingbrough area surface flow and pumping. Newborough Pumping Station	£1,000,000.00	IDB, Environment Agency	£1,000,000.00
	Flood defence maintenance at Selby, Selby Dam and Holmes Dyke	£245,130.00	IDB, Environment Agency	£245,130.00
Green Infrastructure	Selby Green Infrastructure strategy. analysis of current GI provision and development of District GI strategy which identifies key areas for prioritisation , key interventions and a list of tangible projects which will deliver GI, including Barlow Common	£4,800,000.00	NE, YWT	£4,800,000.00
	Land acquisition fund to create new sites for amenity use, including informal play, sports and parks (priority for Selby Town and Tadcaster Town areas which have below average greenspace provision)	£1,000,000	Local authority, Parish Councils, Sports Clubs, Lottery	£800,000
Community facilities	Capital improvements fund to support the improvement of existing community facilities including village halls, community centres, church halls, sports pavilions etc.	£2,500,000	Parish Councils, Lottery, Landfill	£1,500,000
Transport	Numerous local and sub-regional transport schemes. Further schemes likely to be identified following detailed transport assessments currently underway	£11,000,000.00	joint funding with York City Council CIL/ S106/ Highways Agency	£10,000,000
	Land acquisition fund to facilitate strategic linkages for footpaths, bridleways and cyclepaths (need to undertake a study to identify priority linkages)	£250,000	Local Authority, Sustrans	£200,000
Selby Town & Olympia Park	£24,155,000.00		£18,385,000.00	
Transport	Numerous transport schemes. Further schemes likely to be identified following detailed transport assessments currently underway	£5,500,000.00	Canal Rivers Trust, HA, NYCC Highways	£5,500,000.00
Drainage	surface flow works and pumping station works	£3,800,000.00	Drainage Boards/Env Agency	£3,800,000.00
Education	Additional School places – Extension, relocating schools ect.	£10,500,000.00	Developer contributions School Basic Need Capital (provided by Central Government) NYCC Corporate Capital	£6,000,000.00

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Libraries	General expansion and improvement of facilities	£50,000.00		£50,000.00
Green Infrastructure	Scott Road Community Field - access and wildlife improvements	£120,000	Community Trust	£100,000
	Selby Greenspaces access, biodiversity, natural play, community engagement	£925,000.00	NE, YWT	£925,000.00
Community facilities	Abbots Staithe restoration and development for community use (condition survey, feasibility study, business plan needed)	£1,500,000	Lottery	£500,000
	Scott Road Community Centre refurbishment	£100,000	Community Trust	£60,000
Sport & Leisure	Refurbish Selby Skatepark	£200,000	Lottery, Landfill	£100,000
	Scott Road Community Field - Teen Play provision	£100,000	Landfill	£50,000
	Selby Town Park - new tennis court	£60,000	Lottery, WLCT	£20,000
	Selby Town Park - refurbish crazy golf facility	£50,000	Lottery, WLCT	£30,000
Health	Extension to Surgeries	£1,250,000.00		£1,250,000.00
Sherburn	£18,703,944.00		£18,703,944.00	
Education	Additional School places – extension of Athelstan CP School	£6,000,000.00	Developer contributions School Basic Need Capital (provided by Central Government) NYCC Corporate Capital	£4,000,000.00
	Hungate Primary – Increased capacity subject to feasibility – amount depends on location of additional allocations	£1,500,000.00	Developer contributions School Basic Need Capital (provided by Central Government)	£1,500,000.00
	Sherburn High School – Improvement of facilities	£500,000.00	NYCC Schools Capital Programme	£500,000.00
Transport	A: Conversion of an existing narrow footway to a joint use footway / cycleway adjacent to the B1222 Bishopdike Road, Sherburn-in-Elmet	£87,000.00		£87,000.00
	B: Improvements to traffic flow along Garden Lane, Sherburn in Elmet	£40,500.00		£40,500.00
	Replacement of the road side barrier in the vicinity of the former Half Moon Public House, Sherburn-in-Elmet	£161,000.00		£161,000.00
	Improvements to the existing street lighting along the B1222 Moor Lane in Sherburn in Elmet	£107,000.00		£107,000.00
	Provision of a new HGV access road from the B1222 Church Hill to the Mill Cross Quarry	£5,000,000.00		£5,000,000.00

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	Provision of a new access road from the roundabout at the northern end of the A162 bypass (A162 / Finkle Hill / Stream Lane Roundabout)	£5,000,000.00		£5,000,000.00
	Pinfold Garth, Sherburn-in-Elmet Highway Improvement Schemes	£4,700		£4,700
	Pasture Way/Fairway, Sherburn-in-Elmet Traffic Calming	£20,547		£20,547
	B1222. Moor Lane, Sherburn in Elmet (Footway). Footway Schemes	£83,332		£83,332
	B1222. Bishop Dyke Rd, Sherburn In Elmet-F/way/C/way. Footway Schemes	£90,305		£90,305
	B1222. Church Hill, Sherburn in Elmet, Traffic Calming.	£44,179		£44,179
	B1222. Junction with Huddleston Grange Highway Improvement Schemes	£30,343		£30,343
	Sherburn in Elmet Fairway/Pasture Way Traffic Calming	£35,038		£35,038
Tadcaster			£9,207,152.00	
Education	Tadcaster Riverside Primary – Increased capacity – Up to 4 Classrooms subject to feasibility	£1,000,000.00	Developer contributions School Basic Need Capital (provided by Central Government)	£1,000,000.00
	Tadcaster East – Increased Capacity subject to feasibility – amount depends on location of new allocations	£500,000.00	Developer contributions School Basic Need Capital (provided by Central Government)	£500,000.00
	Barkston Ash Catholic Primary – possible additional classroom subject to feasibility	£250,000.00	Voluntary Aided Capital Programme	£250,000.00
	Tadcaster Grammar –Improvement of facilities	£500,000.00	NYCC Schools Capital Programme	£500,000.00
Transport	Stutton Village to Tadcaster Cycle Scheme. Cycling Schemes	£50,000		£50,000
	Tad - Traffic Calming & Bus Stop Imps Stutton Road Traffic Calming	£42,480		£42,480
	Tad TMS - Tadcaster Cycle Parking Central Area Cycling Schemes	£4,855		£4,855
	C306 Toulston Lane, Tadcaster New Cycleway Schemes	£236,000		£236,000
	Leeds Road, Tadcaster Traffic Calming (with ped island) Traffic Calming	£20,000		£20,000

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	Rudgate, Tadcaster Footway. Footway Schemes	£33,280		£33,280
	A659 Bridge St Tadcaster Footway Widening SRTS Safer Routes to School	£24,122		£24,122
	A659 River Wharfe Footbridge – Tadcaster Footway Schemes	£315,564		£315,564
	A659 St Joseph's St, Westagate-Tadcaster-20 MPH Zone Traffic Calming	£382,000		£382,000
	A659 Tad TMS-Viaduct Walk inc Cross town cycle rt Cycling Schemes	£150,000		£150,000
	A659. St Joseph's Street, Westgate-Tadcaster T/C (B). Traffic Calming	£340,000		£340,000
	A659. Station Road, Tadcaster-Zebra Crossing. Safer Routes to School	£37,440		£37,440
	A659. TadcasterTMS -Cycle Lane York Rd. Cycling Plans	£75,000		£75,000
	C288 Tad TMS - Wighill Lane TC Traffic Calming	£36,411		£36,411
Drainage	culvert upgrades	£20,000.00		£20,000.00
	Flood Risk Management - improvements to defences at Tadcaster	£5,000,000.00		£5,000,000.00
Sport & Leisure	Tadcaster Sports Club additional pitches and improvements	£30,000.00		£30,000.00
	Parklands Play area refurbishment	£40,000	Local Authority	£30,000
	Woodlands Play area refurbishment	£40,000	Local Authority	£30,000
Green infrastructure	Riverside Park - access and amenity improvements	£150,000	Lottery, Landfill, Town Council	£100,000
Appleton Roebuck	£398,956.00		£383,956.00	
Education	Appleton Primary - single new classroom	£250,000.00	Developer contributions School Basic Need Capital (provided by Central Government)	£250,000.00
Drainage	Study and culvert upgrades	£30,000.00		£30,000.00
Transport	C289 SRTS Main Street, Appleton Roebuck-T/C & Ped Xing Safer Routes to School	£34,320		£34,320
	C290 Appleton Roebuck to Bolton Percy (Main Street) Footway Schemes	£29,636		£29,636
Sport & Leisure	Landpurchase and development of equipped play area	£55,000	Parish Council	£40,000

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Barlby/Osgodby	£5,791,981.00		£2,291,981.00	
Green Infrastructure	Wistow - Barlby. Possible flood attenuation, biodiversity, access, farm diversification	£4,500,000.00	EA	£1,000,000
Transport	A19/ A163 Market Weighton Rd - Traffic Signals Highway Improvement Schemes	£198,547		£198,547
	A19/A163 Market Weighton Rd-Barlby Signs & Lines Highway Improvement Schemes	£93,434		£93,434
Education	Primary Schools – Additional capacity – 2 to 4 classrooms subject to feasibility	£1,000,000.00	Developer contributions School Basic Need Capital (provided by Central Government)	£1,000,000.00
Brayton	£1,326,714.00		£1,276,714.00	
Education	Brayton Primary Schools – Additional capacity – 2 to 4 classrooms subject to feasibility	£1,000,000.00	Developer contributions School Basic Need Capital (provided by Central Government)	£1,000,000.00
Transport	A19/ U/C Selby TMS Baffam Lane, Brayton-right turn facility Highway Improvement Schemes	£78,891.00		£78,891.00
	Westbourne Road, Brayton, Traffic Calming	£55,831		£55,831
	C322 Selby TMS - Brayton Barff Cycle Routes	£16,992		£16,992
	Baffam Lane, Brayton - Traffic Calming (chicanes)	£25,000		£25,000
Sport & Leisure	New practice/sports ground extension for Selby RUFC	£150,000	Lottery, Landfill, SRUFC	£100,000
Brotherton/Byram	£876,765.00		£876,765.00	
Education	Brotherton/Byram Primary Schools – Additional capacity – 1 to 2 classrooms subject to feasibility	£500,000.00		£500,000.00
Transport	Provision of traffic lights or a roundabout at the junction of Low Street, A162 and A1246 in Brotherton	£100,000.00		£100,000.00
	E: Improvements to the existing pedestrian crossing point on the A162 in Byram (between Byram Park Road and Sutton Lane)	£67,500.00		£67,500.00
	A162. Brotherton/Byram Puffin Crossing. Crossing Facilities	£70,076		£70,076
	C345, Old Great North Rd, Brotherton – Footway, Footway Schemes	£19,760		£19,760
	Byram Park Estates & Byram cum Sutton Traffic Calming	£91,028		£91,028
	Byram Park Road, Byram cum Sutton Traffic Calming	£28,401		£28,401

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Carlton	£600,000.00		£600,000.00	
Education	Carlton Primary Schools – Additional capacity – 1 to 2 classrooms subject to feasibility	£500,000.00	Developer contributions School Basic Need Capital (provided by Central Government)	£500,000.00
Community facilities	Carlton Chapel refurbishment for community use	£50,000	Chapel, Landfill	£50,000
Sport & Leisure	Cricket Club refurbish changing facilities	£50,000	Club	£50,000
Cawood	£10,642,730.00		£10,642,730.00	
Education	Cawood Primary Schools – Additional capacity – 1 to 2 classrooms subject to feasibility	£500,000.00	Voluntary Aided Capital Programme	£500,000.00
Drainage	Flood Risk Management - improvements to defences at Cawood	£10,000,000.00		£10,000,000.00
Sport & Leisure	Cawood tennis Club additional pitches and improvements	£25,000.00		£25,000.00
Transport	B1222 Long Lane Junction, Cawood Highway Improvement Schemes	£33,984		£33,984
	C315 Broad Lane, Cawood, Footway Schemes	£83,746		£83,746
Church fenton	£634,544.00		£634,544.00	
Education	Kirk Fenton Parochial CoE VC Primary School Additional capacity – 1 or 2 classrooms subject to feasibility	£500,000.00	Developer contributions School Basic Need Capital (provided by Central Government)	£500,000.00
Drainage	Study of flows and pumping capacity	£10,000.00		£10,000.00
Transport	C312 Church Fenton Church St New Footway Schemes	£23,359		£23,359
	C312 Church Fenton, Footway Schemes	£4,855		£4,855
	C313 Main Street, Church Fenton, Traffic Calming	£54,617		£54,617
	B1223 New Road/Church Fenton Lane, Ulleskelf Traffic Calming	£35,038		£35,038
	B1223, Church Fenton Lane, Ulleskelf – Footway Schemes	£6,675		£6,675
Eggborough & Whitley	£1,070,028.00		£1,005,028.00	
Education	Whitley & Eggborough Primary School – Additional capacity – 1	£250,000.00	Developer	£250,000.00

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	classroom subject to feasibility		contributions School Basic Need Capital (provided by Central Government)	
Transport	Footway extension on Selby Road, Whitley.	£19,000.00		£19,000.00
	Completion of Whitley section of the Selby to County Boundary Cycle Route.	£22,000.00		£22,000.00
	A19. Whitley Puffin Crossing Crossing Facilities	£52,000		£52,000
	A19. Whitley Village Traffic Calming. Traffic Calming	£72,823		£72,823
	A19. Whitley, Footway. Footway Schemes	£20,633		£20,633
	A19. A19 Whitley Signing and Lining- VAS. Highway Improvement Schemes	£49,053		£49,053
	A19 Eggborough Pedestrian Refuge Crossing Crossing Facilities	£87,387		£87,387
	A19 Selby-Cty Bdry Cycle Rte-Sec 9 Whitley to B'dry Cycling Schemes	£50,976		£50,976
	A19 Selby-Cty Bdry cycle Rte-Section 8 – Whitley Cycling Schemes	£24,274		£24,274
	A19 Selby-Cty Bdry-Sec 7 Chapel Haddlesey-Whitley Cycling Schemes	£178,880		£178,880
	C410. Hut Green, Eggborough – Footway Schemes	£19,432		£19,432
	C334 Kellington Lane, Eggborough Footway Schemes	£63,477		£63,477
	Gravel Hill Lane, Whitley, Footway Schemes	£2,101		£2,101
	Learning Lane, Whitley - Footway (SRTS) Safer Routes to School	£7,992		£7,992
Community Facilities	Eggborough Methodist Chapel refurbishment for community use	£40,000	Chapel, Landfill	£20,000
	Eggborough Village Hall refurbishment	£60,000	Landfill	£40,000
Green Infrastructure	Whitley Common - Access and wildlife improvements	£50,000	Lottery, Landfill, Parish Council	£25,000
Escrick	£775,189.00		£775,189.00	
Education	Escrick CoE VC Primary Schools – Additional capacity – 1 to 2 classrooms subject to feasibility	£500,000.00	Developer contributions School Basic Need Capital (provided by Central Government)	£500,000.00
Drainage	Additional pump	£100,000.00		£100,000.00
Transport	A19, A19/ Skipwith Rd Jctn Traffic Signals Escrick. Highway Improvement Schemes	£175,189		£175,189

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Hambleton	£565,506.00		£522,298.00	
Education	Hambleton CoE VC Primary Schools – Additional capacity – 1 to 2 classrooms subject to feasibility	£500,000.00	Developer contributions School Basic Need Capital (provided by Central Government)	£500,000.00
Transport	Old Lane, Hambleton – Footway Schemes	£24,274		
Transport	Garth Drive, Hambleton, Traffic Calming	£18,934		
Hemingbrough	£1,050,000.00		£1,050,000.00	
Drainage	Review of pumping capacity + upgrade works	£800,000.00		£800,000.00
Education	Hemingbrough Community Primary School – Additional capacity – 1 classroom subject to feasibility	£250,000.00	Developer contributions School Basic Need Capital (provided by Central Government)	£250,000.00
Kellington	£28,227		£28,227	
Transport	A645 Kellington Weeland Rd New Footway Schemes	£28,227		£28,227
Monk Fryston & Hillam	£5,729,798.00		£5,669,798.00	
Education	Monk Fryston Primary Schools – Additional capacity – 1 to 2 classrooms subject to feasibility	£500,000.00	Developer contributions School Basic Need Capital (provided by Central Government)	£500,000.00
Transport	Road improvements around Monk Fryston	£5,000,000.00		£5,000,000.00

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	D: Provision of road safety measures along the A63 Main Street through Monk Fryston	£50,000.00		£50,000.00
	A63. Main Street, Monk Fryston-Footway. Footway Schemes	£50,000		£50,000
	Ingthorpe Lane, Monk Fryston (Footway)	£13,958		£13,958
	C323 Hillam Common Lane Footway, Hillam Footway Schemes	£5,840		£5,840
Community Facilities	Hillam & Monk Fryston Community Centre extension	£110,000	Community Assoc., Landfill	£50,000
North Duffield	£459,126.00		£439,126.00	
Education	North Duffield Primary School – Additional capacity – 1 classroom subject to feasibility	£250,000.00	Developer contributions School Basic Need Capital (provided by Central Government)	£250,000.00
Drainage	Regrading of village pond and associated Board maintained watercourses	£50,000.00		£50,000.00
Transport	North Duffield, Green Lane New Footway Safer Routes to School	£103,803		£103,803
	C304 Main Street, North Duffield - Traffic Calming Traffic Calming	£5,323		£5,323
	Bubwith to Selby Rail Trail - extension of cycle track to join up with Sustrans Route (feasibility study required)	£50,000	Sustrans, Local Authority	£30,000
Riccall	£1,731,652.00		£1,731,652.00	
Education	Riccall Primary Schools – Additional capacity – 1 to 2 classrooms subject to feasibility	£500,000.00	Developer contributions School Basic Need Capital (provided by Central Government)	£500,000.00
Drainage	Improvement works and pumping capacity	£200,000.00		£200,000.00
Transport	A19. Riccall (Roundabout). Highway Improvement Schemes	£1,031,652		£1,031,652
South Milford	£1,710,239.00		£1,710,239.00	
Education	S Milford Primary Schools – Additional capacity – up to 4 classrooms subject to feasibility	£1,000,000.00	Developer contributions School Basic Need Capital (provided by Central Government)	£1,000,000.00

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Transport	C: Provision of a short section of footway between Old London Road and The Meadows, in South Milford	£6,500.00		£6,500.00
	Provision of a footpath between Wain Gap and Steeton Hall Gateway along Whitecote Lane, South Milford	£100,000.00		£100,000.00
	Additional car parking spaces at Rail Station	£500,000.00		£500,000.00
	C311. London Road, South Milford. Footway Schemes	£6,642		£6,642
	A162 South Milford, Footway Schemes	£97,097		£97,097
Thorpe Willoughby	£915,232.00		£765,232.00	
Education	Increased Capacity	£500,000.00	Developer contributions School Basic Need Capital (provided by Central Government)	£500,000.00
Transport	Thorpe Willoughby, Fox lane Traffic Calming. Traffic Calming	£23,359		£23,359
	C322 Field Lane, Thorpe Willoughby, Footway Schemes	£41,873		£41,873
Sport & Leisure	New skate/BMX facility	£150,000	Parish Council	£100,000
	Multi-purpose games area and practice nets improvements	£200,000	Lottery, Landfill, Club	£100,000
Ulleskelf	£11,077,883.00		£10,907,883.00	
Drainage	Flood Risk Management - Rebuilding defences at ulleskelf	£10,000,000.00		£10,000,000.00
Transport	West End Approach, Ulleskelf – Footway	£16,992		£16,992
	Ped/Cycle Bridge Riv Wharfe Bolton Percy & Ulleskelf. Footway Schemes	£680,891		£680,891
Sport & Leisure	Multi-purpose games area and floodlighting	£150,000	Lottery, Club	£75,000
	New teen play facility	£80,000	Landfill	£60,000
	New sports pavilion & changing rooms	£150,000	Lottery	£75,000
	TOTAL ESTIMATE	£118,315,796.00		£106,152,588.00

Other potential but un-costed projects

Type	Location	Scheme
Highways & Transport	Barlby Road/Ousegate/Waterlane/New Street	Signals Improvement . Intended to fund through developer contribution
Highways & Transport	Gowthorpe/Brook Street/Scott Rd/Leeds Rd	Signals Improvement . Intended to fund through developer contribution
Highways & Transport	East Common Lane Junction	Roundabout improvement. Intended to fund through developer contribution
Highways & Transport	Selby	Park Street Bridge reconstruction following electrification of railway line.
Highways & Transport	Barlby	Roundabout improvement. Intended to fund through developer contribution
Highways & Transport	Sherburn in Elmet	Removal of the station level crossing by means of a bridge
Highways & Transport	Burn	Village Bypass
Highways & Transport	District-wide	Closure of railway level crossings – replacement with bridges/other
Community Facilities	Brotherton	Community Centre and associated facilities
Community Facilities	Sherburn in Elmet	Provision of land for cemetery
Community Facilities	Town Centres of Selby, Tadcaster and Sherburn-in-Elmet	Proposals for townscape and environmental improvements in accordance with SP14 of the Selby District Council Core Strategy
Community Facilities	Monk Fryston	Provision of land for cemetery
Green Infrastructure	Selby Town /Olympia Park	Public realm improvements
Community facilities	Across the District	Repair/restoration/conservation of heritage assets, particularly those on the At-Risk register.