
Regulation 20 Infrastructure Delivery Plan Representations in Document Content Order

Hambleton Local Plan

March 2020

Comments

Hambleton Local Plan: Infrastructure Delivery Plan (30/07/19 to 17/09/19)

Comment by	Labour Party (Mr Mark White - 1225492)
Comment ID	LPreg19-IDP-12
Response Date	17/09/19 13:49
Consultation Point	Infrastructure Delivery Plan (View)
Status	Processed
Submission Type	Web
Version	0.4
Files	Labour party response to the Hambleton local plan - Transport.pdf

Please tell us which section you are commenting on.

Please use paragraph numbers (e.g. 4.1), figure numbers (e.g. Figure 10) or section numbers (e.g. 4).

Please **do not** use page numbers to identify the section you are commenting on.

I am commenting on Section 5 - Transport

Please tell us whether you support, object or have observations.

Have observations

Comments

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Please enter your comment here.

Preamble. Local Plans are intended to set out a positive vision for the future, addressing the populations transport priorities for the future. The '2019 plan' refers to climate change (5.3.4), the need for improvements to the public transportation network, reduction for the need to travel and to take cognisance of the impact on the environment. The delivery of all of these will only be delivered by a

cogent inclusive plan rather than through trying to link up individual developments and services (5.3). In future the successful areas of the North East will be those that offer easy access to services available and accessible in the home locality. This social structure must be well connected and joined up, locally, sub-regionally, regionally and nationally, in terms of Transport. Whilst describing the present situation, this plan has little description of how Hambleton District Council will deliver improvements in the plan's lifetime. Transport, Section 5. The interconnectivity between the six main areas of population within Hambleton requires addressing as a priority because, it is a bar to greater numbers of the population freely moving around the area to access services, as well as for recreational purposes. Poor integrated transport systems also limit economic growth and vitality of the area. An improved future travel infrastructure must integrate all systems of transport seamlessly together, providing routes to the main local areas of employment, connecting other near networks outside the Hambleton area, feeding connections to the national and international travel routes. Local transport legislation since 2000 and subsequent legislation, contains an obligation for local transport authorities to have regard to the transport needs of older people and people with mobility difficulties when developing transport plans and policies. The needs of these groups or not met in the implementation plan. Paragraph 5.1 describes the access to transport as "adequate" but "heavily dependent upon the private car" in connection to the North East. It omits comment on the southern part of the area, indeed excluding the A19 corridor south of Thirsk as preferred option of growth of housing or services. (5.5) Work done for the Hambleton Local Plan (input into local plan on transport related issues 2016) identified the poor provision of bus services within the area (4.1.16) with approximately 30% of residents having little or no access to a car, the timing of services and the absence of evening and Sunday services, all contribute to the lack of independence and the social isolation the elderly and young face in outlying villages. Whilst the increasing reliance on the private car is noted, there seems to be an acceptance that this will increase, indeed paragraph 5.21 accepts that the capacity of the highway network "is not expected to affect the overall sustainability of the Local Plan" and Paragraph 5.26 indicates that there is unlikely to be any investment in local bus or rail services. Approximately 54% of Hambleton's workforce reside in the District with a further 8.9% living within either York or Ryedale. (G.L. Hearn SHMA 2018). A small but significant percentage of the workforce of neighbouring authorities reside in the Hambleton area. Integrating planning of communities and public transport will provide a network accessed as an affordable and adequate, alternative to the car use. Public transport and safe routes (cycle ways and footpaths modes of transport to school and work not only reduces the Carbon footprint of our communities but increases overall health and wellbeing, particularly relevant given that 66% of local residents and 11% of all 10-11 years old schoolchildren are overweight or clinically obese. (5.3.4,5) The wider aspirations for rail provision (5.28, 5.29) in the LTP4 are essential but there is little indication in the plan, that any work streams have been set up to deliver these aspirations. Paragraph 5.41, Hambleton as a district has "an extensive network of footpaths, bridleways and other routes. However, reflective of the larger rural nature of the district, cycle networks are focused particularly upon national routes" recognised by the plan, but with little indication of how these leisure facilities may be utilised to increase the economic vitality of the area. The North Yorkshire County Council is identified as the Local Transport Authority for Hambleton, and planning for the future is set out in two reports: The North Yorkshire Local Transport Plan 2016 and The Hambleton Local Plan (Transport Issues) 2016, yet the Implementation Plan 2019 does not describe how these can be reconciled to into a local delivery of services. An explanation of how the wider strategic objectives in Paragraph 5.3 and the agreed objectives for the York, North Yorkshire and East Riding Local Enterprise Partnership and Strategic Economic Plan in Paragraph 5.4 of the Infrastructure Delivery Plan 2019, is not included in the narrative of "the Plan". Conclusion In conclusion, this Local Plan describes the issues adequately but fails to provide any indication of the delivery of the development in Hambleton District. Therefore, is not fit for the purpose intended and must be rejected as an 'implementation plan.' We support the focus on development in the market towns but we see very little evidence that the transport network is being developed beyond the use of private cars. There is little to support public transport or cycling being developed to allow adequate access to the market towns from the surrounding villages: for example; providing cycle access lanes alongside the A19/A168/A684.

Supporting documents

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[Labour party response to the Hambleton local plan - Transport.pdf](#)

Please tell us whether changes can be made to address the issue(s) you have identified.

Can the issue(s) you have identified be addressed by making changes to the plan? Yes

Comment by	Labour Party (Mr Mark White - 1225492)
Comment ID	LPreg19-IDP-11
Response Date	17/09/19 13:28
Consultation Point	Infrastructure Delivery Plan (View)
Status	Processed
Submission Type	Web
Version	0.8

Files

Please tell us which section you are commenting on.

Please use paragraph numbers (e.g. 4.1), figure numbers (e.g. Figure 10) or section numbers (e.g. 4).

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I am commenting on Section 5 - Transport

Please tell us whether you support, object or have observations.

Have observations

Comments

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Please enter your comment here.

Please find our observations on the Transport section in the supporting document "Labour Party response to the Hambleton local plan - Transport". The interconnectivity between the six main areas of population within Hambleton requires addressing as a priority because, it is a bar to greater numbers of the population freely moving around the area to access services, as well as for recreational purposes. Poor integrated transport systems also limit economic growth and vitality of the area. An improved future travel infrastructure must integrate all systems of transport seamlessly together, providing routes to the main local areas of employment, connecting other near networks outside the Hambleton area, feeding connections to the national and international travel routes. Local transport legislation since 2000 and subsequent legislation, contains an obligation for local transport authorities to have regard to the transport needs of older people and people with mobility difficulties when developing transport plans and policies. The needs of these groups or not met in the implementation plan. Paragraph 5.1 describes the access to transport as 'adequate' but "heavily dependent upon the private car" in connection to the North East. It omits comment on the southern part of the area, indeed excluding the A19 corridor south of Thirsk as preferred option of growth of housing or services. (5.5) Work done for the Hambleton Local Plan (input into local plan on transport related issues 2016) identified the poor provision of bus services within the area (4.1.16) with approximately 30% of residents having little or no access to a car, the timing of services and the absence of evening and Sunday services, all contribute to the lack of independence and the social isolation the elderly and young face in outlying villages. Whilst the increasing reliance on the private car is noted, there seems to be an acceptance that this will increase, indeed paragraph 5.21 accepts that the capacity of the highway network "is not expected to affect the overall sustainability of the Local Plan" and Paragraph 5.26 indicates that there is unlikely to be any investment in local bus or rail services. Approximately 54% of Hambleton's workforce reside in the District with a further 8.9% living within either York or Ryedale. (G.L. Hearn SHMA 2018). A small but significant percentage of the workforce of neighbouring authorities reside in the Hambleton area. Integrating planning of communities and public transport will provide a network accessed as an affordable and adequate, alternative to the car use. Public transport and safe routes (cycle ways and footpaths modes of transport to school and work not only reduces the Carbon footprint of our communities but increases overall health and wellbeing, particularly relevant given that 66% of local residents and 11% of all 10-11 years old schoolchildren are overweight or clinically obese. (5.3.4,5) The wider aspirations for rail provision (5.28, 5.29) in the LTP4 are essential but there is little indication in the plan, that any work streams have been set up to deliver these aspirations. Paragraph 5.41, Hambleton as a district has "an extensive network of footpaths, bridleways and other routes. However, reflective of the larger rural nature of the district, cycle networks are focused particularly upon national routes" recognised by the plan, but with little indication of how these leisure facilities may be utilised to increase the economic vitality of the area. The North Yorkshire County Council is identified as the Local Transport Authority for Hambleton, and planning for the future is set out in two reports: The North Yorkshire Local Transport Plan 2016 and The Hambleton Local Plan (Transport Issues) 2016, yet the Implementation Plan 2019 does not describe how these can be reconciled into a local delivery of services. An explanation of how the wider strategic objectives in Paragraph 5.3 and the agreed objectives for the York, North Yorkshire and East Riding Local Enterprise Partnership and Strategic Economic Plan in Paragraph 5.4 of the Infrastructure Delivery Plan 2019, is not included in the narrative of "the Plan".

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Please tell us whether changes can be made to address the issue(s) you have identified.

Can the issue(s) you have identified be addressed by making changes to the plan? Yes

Comment by	Michelle Saunders (1229775)
Comment ID	LPreg19-IDP-19
Response Date	17/09/19 11:34
Consultation Point	Infrastructure Delivery Plan (View)
Status	Processed
Submission Type	Email
Version	0.7
Files	2019-09-17 Infrastruture Delievery Plan NYCC Comments LPReg 19-IDP 15 16 17 18 redacted.pdf

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Please use paragraph numbers (e.g. 4.1), figure numbers (e.g. Figure 10) or section numbers (e.g. 4).

Please **do not** use page numbers to identify the section you are commenting on.

I am commenting on Library Services

Please tell us whether you support, object or have observations.

Have observations

Comments

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Infrastructure Delivery Plan: Libraries in the main centres are highlighted for growth, an increase in business levels would be expected with additional housing and depending on the type of service expected can be managed. If the growth is in terms of vulnerable individuals requiring in depth assistance with, say for example, council enquiries, assisted digital, then we would have to re-assess but this is a difficult one to estimate demand for. Libraries are located in Northallerton, with community managed (still part of statutory service) in Stokesley, Great Ayton, Bedale, Thirsk and Easingwold. All buildings, with the possible exception of Bedale, are able to accommodate increased use, although an increase in opening hours may prove desirable — this would need to be mitigated with increased recruitment of volunteers to manage transactional demand, and as stated if demand for in-depth assistance then we would need to re-evaluate paid staffing with support from those services requiring the in-depth level.

Comment by	Michelle Saunders (1229775)
Comment ID	LPreg19-IDP-18
Response Date	17/09/19 11:32
Consultation Point	Infrastructure Delivery Plan (View)
Status	Processed
Submission Type	Email
Version	0.10
Files	2019-09-17 Infrastruture Delievery Plan NYCC Comments LPReg 19-IDP 15 16 17 18 redacted.pdf

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Please use paragraph numbers (e.g. 4.1), figure numbers (e.g. Figure 10) or section numbers (e.g. 4).

Please **do not** use page numbers to identify the section you are commenting on.

I am commenting on Passenger Transport

Please tell us whether you support, object or have observations.

Have observations

Comments

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Passenger Transport The NYCC Integrated Passenger Transport Service supports an approach which concentrates allocations on Principal Towns and Service Villages which already have some level of

public transport. It is important that new developments support existing services to improve their sustainability. The provision of new services requires substantial start-up funding and they are unlikely to be sustainable if the development does not create a sizable passenger usage basis. Access by public transport will need to be considered for individual sites through Transport Plans and Studies. The information at 4.1.16 is now out of date and/or incorrect, in particular Service X80/X89 no longer operates, Service 29 is now 1 x return journey a day from Easingwold to York, Service 80/89 operates two hourly between Northallerton and Stokesley not Leeming, Service 73 is every half hour between Northallerton to Bedale, and Service 153 operates three return journeys per day.

Comment by	Michelle Saunders (1229775)
Comment ID	LPreg19-IDP-17
Response Date	17/09/19 11:30
Consultation Point	Infrastructure Delivery Plan (View)
Status	Processed
Submission Type	Email
Version	0.9
Files	2019-09-17 Infrastructure Delivery Plan NYCC Comments LPreg 19-IDP 15 16 17 18 redacted.pdf

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Please use paragraph numbers (e.g. 4.1), figure numbers (e.g. Figure 10) or section numbers (e.g. 4).

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I am commenting on education and paragraph 9.5, 9.7 9.17

Please tell us whether you support, object or have observations.

Have observations

Comments

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The section of the Infrastructure Delivery Plan on education is in line with conversations previously held with Hambleton DC officers on earlier drafts of preferred sites in the revision to the Local Plan. The tables under Section 9.9 reflect our forecasts. In previous conversations on the impact on educational infrastructure of preferred sites we have looked at three key issues. 1) Whether the local school needs additional places as a consequence of the revised housing allocation. 2) Whether the school site is at capacity and there is a need for additional land to be provided. 3) Whether the school

site is landlocked — making it difficult to provide the additional land required. The revised Infrastructure Delivery Plan, and in particular the tables under Section 9.9, take account of our previous responses, and in particular whether a primary school near a preferred housing development needs expanding! but is land-locked. To help tidy up the education section the following minor points could be made: Section 9.5. A typo on relation to Mowbray (ie “Our”) Section 1.2. a) This is incorrectly numbered and b) some Childrens Centres listed have now closed. Section 9.7. While all the secondary schools in Hambleton are correctly listed in this section, Boroughbride High School is illustrated in Figure 13. Section 9.17. In relation to Easingwold Community Primary School it is said that there are no specific educational requirements. This is incorrect. The school’s site and fields are undersized and the preferred development enables expansion of the school by contributing educational land to the school in addition to CIL.

Please tell us whether changes can be made to address the issue(s) you have identified.

Can the issue(s) you have identified be addressed by making changes to the plan? Yes

Comment by	Michelle Saunders (1229775)
Comment ID	LPreg19-IDP-16
Response Date	17/09/19 11:28
Consultation Point	Infrastructure Delivery Plan (View)
Status	Processed
Submission Type	Email
Version	0.6
Files	2019-09-17 Infrastruture Delievery Plan NYCC Comments LPReg 19-IDP 15 16 17 18 redacted.pdf

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Please use paragraph numbers (e.g. 4.1), figure numbers (e.g. Figure 10) or section numbers (e.g. 4).

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I am commenting on Chapter 13 para 13.3

Please tell us whether you support, object or have observations.

Have observations

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Chapter 13 Green Infrastructure — Pars. 13.3 not completed. The current emphasis tends to be on findings of the Open Space Strategy 2017 and more formal types of green space rather than the wider multifunctional benefits of GI such as reducing flood risk, adapting to climate change, improving health and wellbeing or improving community access to / enjoyment of GB Infrastructure (eg opportunities within river corridors). It is unclear how the recent Local Green Space Assessment 2018 relates to this earlier strategy. The draft policy E4 seems more in tune with the wider benefits of CI. Enable and support healthy lifestyles - NPPF 2019 has a useful definition for Green Infrastructure and lists 'quality of life benefits for local communities'. NPPF 2019 pars 91 c) places emphasis on health and wellbeing through provision of safe and accessible green infrastructure and layouts that encourage walking and cycling.

Please tell us whether changes can be made to address the issue(s) you have identified.

Can the issue(s) you have identified be addressed by making changes to the plan? Yes

Comment by	Michelle Saunders (1229775)
Comment ID	LPreg19-IDP-15
Response Date	17/09/19 11:19
Consultation Point	Hambleton Local Plan: Infrastructure Delivery Plan (View)
Status	Processed
Submission Type	Email
Version	0.9
Files	2019-09-17 Infrastruture Delievery Plan NYCC Comments LPReg 19-IDP 15 16 17 18 redacted.pdf

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Please use paragraph numbers (e.g. 4.1), figure numbers (e.g. Figure 10) or section numbers (e.g. 4).

Please **do not** use page numbers to identify the section you are commenting on.

I am commenting on CIL and S106

Please tell us whether you support, object or have observations.

Have observations

Comments

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Growth As a major infrastructure provider NYCC wishes to ensure that developer contributions are secured to meet the infrastructure needs of development, and this should be provided for within the plan as required by paragraph 34 of the new NPPF. We would also welcome discussions with HDC on how CIL contributions can best be utilised to support the delivery of the necessary infrastructure needed to support planned growth. Experience over recent years has highlighted that provision of CIL contributions has created a funding gap in securing appropriate provision for Education use. The County Council recognise that this is in part down to the restrictions on pooling of S106 contributions. However, it is also acknowledge that changes have recently been made to the CIL regulations and, therefore we would welcome the opportunity to work with the District to establish an updated CIL schedule to secure adequate infrastructure funding to meet the needs as set out in this Infrastructure Delivery Plan.

Comment by	Church Commissioners for England (- 1049922)
Comment ID	LPreg19-IDP-22
Response Date	17/09/19 09:29
Consultation Point	Hambleton Local Plan: Infrastructure Delivery Plan (View)
Status	Processed
Submission Type	Email
Version	0.9
Files	2019-09-17 Deloitte Church Commissioners IDP Form LPreg19-IDP-22.pdf 2019-09-17 Deloitte Church Commissioners Written Representation

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Please use paragraph numbers (e.g. 4.1), figure numbers (e.g. Figure 10) or section numbers (e.g. 4).

Please **do not** use page numbers to identify the section you are commenting on.

I am commenting on Infrastructure Delivery Plan

Please tell us whether you support, object or have observations.

Object

Comments

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Overview The Infrastructure Delivery Plan (IDP) has been produced to accompany the emerging Local Plan, setting out the scale and nature of infrastructure required to support the delivery of the Plan over the Plan period. As identified at paragraph 1.1 of the IDP, it is therefore a key part of the evidence base. The fact that the IDP “should be regarded as a ‘living document’ that will be modified periodically throughout the plan period to ensure it remains up to date and responsive to changing circumstances and new information”, is welcomed by the Commissioners. However, in order to ensure that it can be used as an informed piece of evidence on which the new Local Plan is drafted, it needs to comprehensively set out the infrastructure requirements of the district, based on up to date modelling and assessment work. Housing and Employment Growth Contrary to what is drafted with the Publication Draft and detailed within the Housing and Economic Development Needs Assessment (2018) (‘HEDNA’), paragraph 4.8 identifies that there is a residual requirement to plan for a minimum of 820 additional home over the Plan period. This should be explored and clarified as necessary. Highways The IDP identifies that North Yorkshire County Council will need to undertake further modelling work in order to establish what future junctions are likely to require further work following the adoption of emerging allocations (paragraph 5.20). The Council note at paragraph 5.21 that “whilst this further work is ongoing, and creates some uncertainty regarding the capacity requirements of the highway network over the longer term, this is not expected to affect the overall deliverability of the Local Plan”. However, until the modelling work has been completed, there is a lack of informed evidence regarding this matter which can be used to support policy relating to infrastructure delivery within the Publication Draft. Education It is identified at paragraph 9.11 of the IDP that emerging allocation NOR1 will provide the site or the new primary school for Northallerton. However, explanation as to why the size and siting in this location is appropriate is missing from the IDP. Summary If the IDP as it is currently drafted is to be relied upon in the formulation of the Publication Draft, then the Commissioners’ suggest that the above points are taken into consideration and the IDP updated accordingly.

Please tell us whether changes can be made to address the issue(s) you have identified.

Can the issue(s) you have identified be addressed by making changes to the plan? Yes

Comment by	Mr Geoff Ellis (1225771)
Comment ID	LPreg19-IDP-21
Response Date	17/09/19 09:22
Consultation Point	Hambleton Local Plan: Infrastructure Delivery Plan (View)
Status	Processed
Submission Type	Email
Version	0.7
Files	Geoff Ellis_redacted LPreg19-1038.pdf

Please tell us which section you are commenting on.

Please use paragraph numbers (e.g. 4.1), figure numbers (e.g. Figure 10) or section numbers (e.g. 4).

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I am commenting on Educational facilities in Easingwold

Please tell us whether you support, object or have observations.

Have observations

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Please enter your comment here.

Site E/041/016 -- Land to the rear of Easingwold Primary School I support the above site for the development of 125 houses in the future but not immediately providing it delivers land for recreational use for the adjacent primary school, because it cannot be demonstrated that there is an urgent need for further recreation land, school numbers are dramatically falling in spite of recent house building in the town. Details shown below. Significant house building has taken place in Easingwold since 2012 as the attached stats demonstrates. Date Total Households 20/11/2011 2277 Dec /2012 2282 Dec /2014 2382 Dec /2017 2582 April /2018 2604 Sept /2019 2857 all figures supplied by HDC -- with a population increase of over 1,000 people 2011 --2019 Pupils attending Easingwold Primary School 2011 --2019 --numbers supplied by NYCC & Easingwold Primary School -- over the years Dare No of pupils 2011 261 2012 271 2013 298 2014 281 2015 276 2016 2017 269 2018 249 2019 /Sept 217 The school capacity always was 315 --now stated 297 --by accepting 297 the school is now operating at 80 pupils under capacity In October 2018 I did a survey of 7 local primary schools including Easingwold, Alne, Crayke, Hustwaite, Stillington, Huby & Sutton on Forest, Total capacity 936, total pupils 753, two schools were full, one only 60% full, one 44% full, there is a huge reduction of younger people in this area in the past six years. From the Easingwold parish about 36 primary schoolchildren went to some village schools, about 5/6 years ago over 50 pupils from the parish attended other village schools. 4 Re; Easingwold Secondary school -now Outwood Academy have experienced a similar large reduction in pupil numbers, 2009 --1304 pupils, 2014 --1065, 2017-915, Sept 2019 --644, although I know in 2018 academic year over 100 children from the Easingwold catchment area went to a school in Ryedale, a very unsatisfactory situation. The purpose of the above examples is to demonstrate the NYCC Education stated figures re Infrastructure delivery plan 9 Education: 9.9 Figure: 14 & 15 re pupil yield and shortfall for schools details in Easingwold may need revisiting.

Comment by	Miss Sally Moir (1224930)
Comment ID	LPreg19-IDP-9
Response Date	16/09/19 23:12
Consultation Point	Infrastructure Delivery Plan (View)
Status	Processed
Submission Type	Web
Version	0.4

Please tell us which section you are commenting on.

Please use paragraph numbers (e.g. 4.1), figure numbers (e.g. Figure 10) or section numbers (e.g. 4).

Please **do not** use page numbers to identify the section you are commenting on.

I am commenting on

5.3 figure 10

Please tell us whether you support, object or have observations.

Have observations

Comments

Please enter your comment here. You should say why you either support or object to this part of the document. Please remember that comments will be made publicly viewable. Therefore please do not include information of a personal nature that you would want to be kept confidential.

You can put forward changes to address the issue(s) you have identified (see below).

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Note: Any comments that rely entirely on supporting documents and state 'See attached report' or similar for this question will not be accepted.

Please enter your comment here.

I would be very interested to hear about how you plan tackle environment and climate change.

Please tell us whether changes can be made to address the issue(s) you have identified.

Can the issue(s) you have identified be addressed by making changes to the plan? No

Comment by	Miss Sally Moir (1224930)
Comment ID	LPreg19-IDP-8
Response Date	16/09/19 23:09
Consultation Point	Infrastructure Delivery Plan (View)
Status	Processed
Submission Type	Web
Version	0.6

Please tell us which section you are commenting on.

Please use paragraph numbers (e.g. 4.1), figure numbers (e.g. Figure 10) or section numbers (e.g. 4).

Please **do not** use page numbers to identify the section you are commenting on.

I am commenting on

5.27

Please tell us whether you support, object or have observations.

Have observations

Comments

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Please enter your comment here.

Thirsk and Northallerton were both earmarked for major development. Since this development began Thirsk grown quite considerably. With an above national average ageing population, why is accessibility to Thirsk station not even mentioned in this report.

Please tell us whether changes can be made to address the issue(s) you have identified.

Can the issue(s) you have identified be addressed by making changes to the plan? Yes

Proposed changes

Please tell us what changes would address the issue(s) that you have identified.

It would be helpful if you could include revised wording. Please identify additional text by underlining it (**U**) and identifying any text to be deleted by striking it through (**ABC**).

What changes would address the issue(s) that you have identified?

make Thirsk station accessible

Comment by	Stokesley Town Council (Debbie Young - 1229981)
Comment ID	LPreg19-IDP-20
Response Date	16/09/19 12:08
Consultation Point	Hambleton Local Plan: Infrastructure Delivery Plan (View)
Status	Processed
Submission Type	Email
Version	0.6
Files	2019-09-16 Stokesley Town Council LPreg19-1036.pdf

Please tell us which section you are commenting on.

Please use paragraph numbers (e.g. 4.1), figure numbers (e.g. Figure 10) or section numbers (e.g. 4).

Please **do not** use page numbers to identify the section you are commenting on.

I am commenting on Stokesley area

Please tell us whether you support, object or have observations.

Object

Comments

Please enter your comment here. You should say why you either support or object to this part of the document.

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a) The planned construction of 105 homes in this location appears not aligned with other statements elsewhere in the plan. Sections 6.14, 6.17 and 6.18 refer to zero plans for development of increased water and sewage facilities by NW water within the next 5 years and little probability in the 5 years beyond that. The construction of an additional 105 homes will test the present systems capacity. Section 8.11 identifies as "important" the need to expand the Medical Centre, however, given the constraints of the current site it fails to indicate how this would be achieved. Also, in the addendum Infrastructure Development Schedule under item IDS21 the timetable for such development is in phase 5 to 10 ie 2026 to 2030. The Medical Centre is at present very busy and an additional 105 families would stretch its resources further. The need for expansion is "important" now and as such should be in the plan during phase 1 to 5. b) Stokesley School is identified in section 14.5 as having 3 poor sports facilities. Namely:- i. the Sports gym is classified as "poor" ii. the artificial pitch is classified as "poor" iii. It is noted that there are no youth 5x5 pitches Nevertheless, the replacement of the Sports Hall is listed in the Infrastructure Development Schedule under item IDS 38 as a Phase 5 to 10 development ie in the years 2026 to 2030. The sports hall has changed little since its original construction in the 1950's. The replacement is long overdue, and it should be in the plan for phase 1 to 5. There is nothing in the schedule for items ii. and iii. above although there is an item in the schedule for the County FA to construct a full size 3G football pitch within the next 5 years. We understand that at present the FA have no agreement with the Sports Club to construct that pitch within the area of the Sports club grounds? In the Vibrant Market Towns section of the plan there is reference to the Bedale Coach and Car Park. However, there is no mention of any similar consideration, let alone plan, for a similar facility in Stokesley. Nor indeed is there any other initiative for Stokesley?

Comment by	Mr Tim Jopling (1225458)
Comment ID	LPreg19-IDP-7
Response Date	15/09/19 17:17
Consultation Point	Infrastructure Delivery Plan (View)
Status	Processed
Submission Type	Web
Version	0.4

Please tell us which section you are commenting on.

Please use paragraph numbers (e.g. 4.1), figure numbers (e.g. Figure 10) or section numbers (e.g. 4).

Please **do not** use page numbers to identify the section you are commenting on.

I am commenting on

10.12 10.5 10.15 11.12

Please tell us whether you support, object or have observations.

Have observations

Comments

Please enter your comment here. You should say why you either support or object to this part of the document.

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10.12 refers to the level of housing and economic growth over plan period not having any impact on the level of Fire and Rescue Service 10.5 refers to the level of housing and economic growth over plan period having no impact on Policing 10.15 refers to the level of housing and economic growth over plan period having no impact on Ambulance Services 11.12 refers to the level of housing and economic growth over plan period having no impact existing waste management arrangements and capacity So HDC are saying that we will build 6615 new houses and develop 77 hectares of land for employment over the plan period, and it will have NO IMPACT on essential services like Fire , Police, Ambulances and WasteREALLY! Ask any serving Police Officer , Ambulance Driver, Fire Brigade or Waste Operative I do not think they will agree and neither do I. This is just not going to be the case. Any increase in housing or business/employment is going to impact on our essential services who are in many cases already over stretched.

Please tell us whether changes can be made to address the issue(s) you have identified.

Can the issue(s) you have identified be addressed by making changes to the plan? Yes

Proposed changes

Please tell us what changes would address the issue(s) that you have identified.

It would be helpful if you could include revised wording. Please identify additional text by underlining it (**U**) and identifying any text to be deleted by striking it through (**ABC**).

What changes would address the issue(s) that you have identified?

Be more realistic with the wording.

Consider how these resources could be improved to meet any planned increase in demand. This may fall outside of the plan but must be considered.

Comment by

Mr Tim Jopling (1225458)

Comment ID

LPreg19-IDP-6

Response Date

15/09/19 16:51

Consultation Point	Infrastructure Delivery Plan (View)
Status	Processed
Submission Type	Web
Version	0.4

Please tell us which section you are commenting on.

Please use paragraph numbers (e.g. 4.1), figure numbers (e.g. Figure 10) or section numbers (e.g. 4).

Please **do not** use page numbers to identify the section you are commenting on.

I am commenting on 8.1 8.12 8.1

Please tell us whether you support, object or have observations.

Have observations

Comments

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8.1 comments about Hambleton Plan ensuring improved infrastructure for the increasing ageing population. I do not see any evidence of this especially if you live in the Stokesley area. The likely outcome is for an Elderly person living in Stokesley or surrounding area is they will not be accommodated and will have to move out of the area for long term care. 8.11 States that NHS and Clinical Commissioning Group have identified a need for expansion of healthcare facilities in Thirsk and Stokesley 8.12 Then states there has been no feedback from CCG to indicate additional healthcare facilities as part of development (so which is correct?) There is going to be 400 new houses built in Stokesley with the two current developments so surely additional healthcare facilities are going to be required!

Please tell us whether changes can be made to address the issue(s) you have identified.

Can the issue(s) you have identified be addressed by making changes to the plan? Yes

Proposed changes

Please tell us what changes would address the issue(s) that you have identified.

It would be helpful if you could include revised wording. Please identify additional text by underlining it (**U**) and identifying any text to be deleted by striking it through (**ABC**).

What changes would address the issue(s) that you have identified?

Allow for provision of a Residential Care Home at Stokesley to serve the surrounding residents.

Comment by	Highways England (Mr Simon Jones - 1025455)
Comment ID	LPreg19-IDP-23
Response Date	13/09/19 10:24
Consultation Point	Infrastructure Delivery Plan (View)
Status	Processed
Submission Type	Email
Version	0.5
Files	2019-09-13 Highways England LPreg19-1063_redacted.pdf

Please tell us which section you are commenting on.

Please use paragraph numbers (e.g. 4.1), figure numbers (e.g. Figure 10) or section numbers (e.g. 4).

Please **do not** use page numbers to identify the section you are commenting on.

I am commenting on Infrastructure Delivery Plan

Please tell us whether you support, object or have observations.

Have observations

Comments

Please enter your comment here. You should say why you either support or object to this part of the document.

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You can put forward changes to address the issue(s) you have identified (see below).

Please note: There are no limits on the length of comments, but please be as concise as possible, including only that which is necessary to explain your comment.

You can support your comment with supporting documents if you wish (see below) but please include clear references and reasoning as to why any attachments support your comment.

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Please enter your comment here.

Going forward, as per previous advice, the IDP represents an essential document to identify and guide the delivery of new and improved infrastructure, including transport infrastructure, to support the Plan's development aspirations and is an important consideration to Highways England when we come to consider whether a Plan is sound and based on a robust and credible evidence base. Highways England will continue to work with Hambleton District Council to assess the impact of the Local Plan on the SRN. Once completed, should any infrastructure improvements be necessary to deliver the Local Plan it is expected that these will be included within the IDP along with information on how they will be funded and timescales for deliver.

Comment by	The Coal Authority (Mrs Melanie Lindsley - 1027079)
Comment ID	LPreg19-IDP-13

Response Date	12/09/19 11:27
Consultation Point	Hambleton Local Plan: Infrastructure Delivery Plan (View)
Status	Processed
Submission Type	Email
Version	0.5
Files	2019-09-12 Coal Authority IDP Letter LPreg19-IDP-13 redacted.pdf

Please tell us which section you are commenting on.

Please use paragraph numbers (e.g. 4.1), figure numbers (e.g. Figure 10) or section numbers (e.g. 4).

Please **do not** use page numbers to identify the section you are commenting on.

I am commenting on The whole document

Please tell us whether you support, object or have observations.

Support

Comments

Please enter your comment here. You should say why you either support or object to this part of the document.

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Please enter your comment here.

Thank you for you notification received on the 30 July 2019 in respect of the above consultation. I have reviewed the consultation document and can confirm that the Coal Authority has no specific comments to make

Please tell us whether changes can be made to address the issue(s) you have identified.

Can the issue(s) you have identified be addressed by making changes to the plan? No

Comment by	Mr Alan Harpley (1224728)
Comment ID	LPreg19-IDP-5
Response Date	08/09/19 11:35
Consultation Point	Infrastructure Delivery Plan (View)
Status	Processed

Submission Type Web

Version 0.3

Please tell us which section you are commenting on.

Please use paragraph numbers (e.g. 4.1), figure numbers (e.g. Figure 10) or section numbers (e.g. 4).

Please **do not** use page numbers to identify the section you are commenting on.

I am commenting on 5.15

Please tell us whether you support, object or have observations.

Have observations

Comments

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Please enter your comment here.

1. Under 5.15 section of the local plan there appears to be no mention of the problems with the bridge connexion to Morton-on-Swale on the A684. To my knowledge this has been damaged on three occasions, leading to disruption of traffic and considerable expense beyond normal maintenance expenses. 2. In addition 5.3 (4) mentions environmental impact. This must affect the growing population of Morton-on-Swale and Ainderby Steeple in terms of traffic pollution and specifically particulates from the increasing volume of slow moving traffic. 3. Additionally, there is the question of the increased likelihood of flooding becoming more regular. Recent floods have disrupted traffic between the junction of A684 and Scruton turning, and the afore mentioned bridge threshold. Thus, at the very least, this section of road needs to be raised by at least 1 meter It seems that (1.) the existing bridge is not adequate for the amount of current traffic and is statistically likely to be frequently damaged. One proposal to solve both 1. and 2. points will be to provide a new bridge for the A684 directly across the Swale from the threshold of the existing bridge, possibly meeting the present A684 on the east side of Ainderby or joining the road from the A684 to Yafforth village. It should be borne in mind that there are no reasonable alternatives to the Morton bridge within 10 miles on either side. Thus attention to the problems mentioned above should be given priority status. I would be happy to examine this proposal or any others with the appropriate authorities.

Please tell us whether changes can be made to address the issue(s) you have identified.

Can the issue(s) you have identified be addressed by making changes to the plan? Yes

Proposed changes

Please tell us what changes would address the issue(s) that you have identified.

It would be helpful if you could include revised wording. Please identify additional text by underlining it (**U**) and identifying any text to be deleted by striking it through (**ABC**).

What changes would address the issue(s) that you have identified?

A new road bridge at the threshold of Morton-on-Swale on the A684.

Comment by	CPRE (- 1226618)
Comment ID	LPreg19-IDP-14
Response Date	20/08/19 09:33
Consultation Point	Infrastructure Delivery Plan (View)
Status	Processed
Submission Type	Email
Version	0.3
Files	2019-08-20 CPRE LPreg19-438 451 453 454.pdf

Please tell us which section you are commenting on.

Please use paragraph numbers (e.g. 4.1), figure numbers (e.g. Figure 10) or section numbers (e.g. 4).

Please **do not** use page numbers to identify the section you are commenting on.

I am commenting on Infrastructure Delivery Plan

Please tell us whether you support, object or have observations.

Support

Comments

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Please enter your comment here.

Having had the opportunity to consider the evidence based as part of this consultation exercise which sits alongside the Publication Draft, CPRENorthYorkshire has no comment to make in relation to the Sustainability Appraisal, Infrastructure Delivery Plan and Local Green Space Assessment. The methodologies and concluding results appear to follow national guidance and are thus considered sound.

Comment by	Northumbrian Water Ltd (Ms Laura Kennedy - 1047545)
Comment ID	LPreg19-IDP-2
Response Date	13/08/19 09:38

Consultation Point	Infrastructure Delivery Plan (View)
Status	Processed
Submission Type	Email
Version	0.10
Files	2019-08-13 Northumbrian Water LPreg13.pdf

Please tell us which section you are commenting on.

Please use paragraph numbers (e.g. 4.1), figure numbers (e.g. Figure 10) or section numbers (e.g. 4).

Please **do not** use page numbers to identify the section you are commenting on.

I am commenting on Infrastructure Delivery Plan

Please tell us whether you support, object or have observations.

Support

Comments

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Please enter your comment here.

As statutory water and sewerage undertaker for the northern part of the Hambleton district, our comments focus upon our interests in the Stokesley sub area, where we provide services to Stokesley, Great Ayton, Great Broughton and Hutton Rudby, in addition to a number of secondary villages and other settlements. Yorkshire Water provide water and sewerage services for the remainder of the Hambleton district. We have reviewed the documents in detail, and recognise that there are broad similarities to the version of the Local Plan that was offered for comment earlier in 2019. We have therefore not repeated comments made in our previous consultation response, dated 5th April 2019, and can confirm that we are supportive of the Local Plan and supporting Infrastructure Delivery Plan. We welcome the approach taken to promote sustainable water management within the Local Plan and consider that the policies and supporting commentary will assist in managing flood risk and water resources for the future as we are expected to move towards increasingly challenging conditions as a result of climate change. We also welcome that the importance of sufficient capacity in water and wastewater networks is recognised in both the Local Plan and the Infrastructure Delivery Plan, along with the requirement for applicants to make early contact with utility providers to ensure that the required capacity exists or can be delivered alongside the construction of new developments. Overall, we believe that the Local Plan and Infrastructure Delivery Plan will contribute towards sustainable development in Hambleton in the context of water management.

Supporting documents

If you would like you can support your comment with supporting documents. Please provide a description for any documents you upload and clearly reference them in your comment above.

If you want to refer to a publication that is available elsewhere or that is subject to copyright that you do not control please provide a link to a website where it is available or give a full reference (including author(s), full title and date of publication) in your comment.

By submitting a supporting document you give permission for the council to use it for the purposes of drawing up planning policy for Hambleton and to reproduce the document for such purposes.

Please note: There is no limit to the size of documents that can be uploaded but please only upload relevant documents and consider the use of extracts for long documents.

To upload more than one document first select your first document and upload it, then save your comment using the 'Save as draft' button at the bottom of the page. You can then select another document to upload.

Please be aware that documents that are uploaded will be made publicly viewable. Therefore please take care to make sure that no personal information such as email or postal addresses is included.

[2019-08-13 Northumbrian Water LPreg13.pdf](#)