

Ryedale Development Grant – Ryedale Major Projects Summary – ANNEX A

Project Name / Description	Potential Benefits of the Project	RDC Role / Input Required	Current Status	Next Steps/ Tasks	Indicative Timescales	Indicative Cost Estimates	Other Partners/ Contributions	Major Risks
Derwent Park								
Bring forward Derwent Park as a major mixed use site	<p>Potential benefits include:</p> <ul style="list-style-type: none"> • Over 1200 new houses • (including 400+ affordable homes including homes built to lifetime standards and provision of extra and tele healthcare) • Tech & business park of approx 8 ha • employment development of approx 6 ha • retail development of approx 6 ha • new road access to Norton, via new bridge over River Derwent, removing significant traffic from the historic centre of Malton, • new fully accessible pedestrian/cycle bridge across York to Scarborough Line close to Malton Station and the bus interchange • facilitating a second platform at Malton Station & potentially further development of rail services between York, Malton and Scarborough • redevelopment, including potential remediation, of existing brownfield site • a new primary school • a park / open space 	<p>Facilitating subsequent private sector development by:</p> <p>Continue initial investigatory works to establish scheme costs and risks and viability. Without public sector input the level of risk is preventing private sector investment and progression of the project – to the extent that it is unlikely to come forward.</p> <p>Policy support including reviewing the Ryedale Plan at an early stage / review CIL assessment to include contribution towards enabling infrastructure</p> <p>RDC would almost certainly need to collect CIL contributions to the infrastructure – and apply for substantial financial assistance through Growing Places, LEP single pot etc – for this project to be implemented.</p>	<p>Initial investigatory work with HCA, NYCC and other key stakeholders (eg Environment Agency, Natural England, Highways Agency, Network Rail) undertaken over last 18 months.</p> <p>Significant barriers identified which need to be addressed to facilitate development particularly highways capacity (requiring new bridge over railway and river, level crossing upgrades etc) , pedestrian bridge to create pedestrian/cycle link to town centre, significant flood risk (concerns over flood risk, surface water treatment and hydrology, and costs of mitigation have increased following recent significant flooding events), environmental mitigation (due to proximity to River Derwent SSSI and SAC).</p> <p>The conclusion of recent work with the HCA, NYCC, HA, EA and NE is the current site proposed for the LDF is too small to cover costs of addressing development constraints & infrastructure required. A significantly expanded development area around the perimeter of Norton would potentially be required (potentially forming a southern arc linking York Road, Malton through to Scarborough Road) for the development to be deliverable. In addition, either CIL contributions to the infrastructure – and/or substantial financial assistance through Growing Places, LEP single pot etc – would be required for this project to be implemented.</p>	<ul style="list-style-type: none"> • Establish scale of likely infrastructure and site abnormal costs • Establish scale of development required to cover infrastructure / abnormal costs • Review CIL assessments to incorporate appropriate contributions towards costs of identified infrastructure • Seek to have site included as a Strategic Site in an early review of the Ryedale Plan and adopt 	<ul style="list-style-type: none"> • Mid-late 2013 • Mid-late 2013 • Early 2014 • At earliest opportunity - dependant upon progress with delivery of allocated sites – however, the obstacles to development identified in recent investigatory work suggest that an allocation of this land is most unlikely in the near future. 	<ul style="list-style-type: none"> • £50K+ but potential for HCA support • £20K+ but potential for HCA support • To be undertaken as part of CIL preparation – but unlikely to be able to incorporate in CIL until the site is allocated – should that happen. • In order to provide information required before viability and deliverability could be assessed there would need to be a £100K+ investment in analysis of hydrology and many other detailed aspects of the proposal. 	<ul style="list-style-type: none"> • HCA – to provide key development advice and support, • NYCC – continued liaison with various departments re infrastructure requirements 	<ul style="list-style-type: none"> • Significant estimated costs of infrastructure work - particularly cost of river/rail bridge and access road – and major concerns re deliverability due to crossing of rail line and River Derwent SAC. Road and bridge likely to exceed £25m • Further investigations have resulted in increased cost estimates (eg habitat surveys and/or site investigations likely to require more significant environmental mitigation or remediation works than initially budgeted for, particularly for hydrology) • Failure to secure planning consent following serious objections from statutory consultees (e.g. Environment Agency, Natural England, Highways Agency), Network Rail) • Scale of development required to cover infrastructure costs is too great (ie inappropriate or politically unacceptable). Now a major and likely risk. • Site's abnormal costs deter private developers from progressing site. Now a likely and major risk. • Individual sites are developed in a piece-meal way to avoid significant infrastructure costs – reducing potential to secure S106 / CIL contributions

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Recommendation: <ul style="list-style-type: none"> • Not recommended for investment from the Ryedale Development Fund - no further investment proposed at this stage • Continue investigations to assess scale of development likely to be required to cover costs of key infrastructure work (ie access road & bridge over railway and River Derwent) plus opportunities to address some infrastructure costs via CIL contributions and financial assistance through Growing Places, LEP single pot etc • Depending on site being shown to be viable and deliverable, consider site for inclusion as a Strategic Site during review of the Ryedale Plan 								
Expansion of Derwent Training Association								
Expansion of Derwent Training Association to support skills in the advanced engineering and other sectors in Ryedale.	<p>Expand DTA floorspace to enable DTA to increase the breadth of courses offered and potentially double numbers of trainees (subject to the right building / site being available). Potential maximum benefits(based on pursuing an option that significantly increases the space and facilities available) include:</p> <ul style="list-style-type: none"> • Additional new apprentices:10 in year 1 then 10 in year 2 and 10 in year 3 • 30 additional apprenticeship places, 10 additional school student places • 30 people helped into jobs over 3 years 	<p>RDC Officer advice & support for DTA to identify and implement most appropriate option/s for expansion</p> <p>Potential development grant towards project development costs</p> <p>Potential capital grant towards expansion - depending proposals and subject to State Aid rules</p>	<p>DTA currently at full capacity at York Road site and need to expand and/or relocate to facilitate further growth.</p> <p>Current site is constrained and expansion in situ can only be relatively limited.</p> <p>Various other sites / buildings under consideration but not clear yet what the scope and nature of the preferred option is, or the extent of the resultant economic benefits.</p>	<ul style="list-style-type: none"> • Identify most appropriate site / building • Surveys/investigations to establish scope of work • RDC & DTA to establish appropriate contractual arrangements / delivery mechanism • Outline designs & planning permission • RDC Consider capital grant • Secure funding from other sources (e.g. Growing Places) • Detailed designs & costings • Procurement • Construction / Refurbishment 	<ul style="list-style-type: none"> • Mid 2013 • Late 2013 • Late 2013 • Early - mid 2014 • Mid - late 2014 • Late 2014 • Early 2015 • Mid - late 2015 	<ul style="list-style-type: none"> • Minimal • £5,000 • Minimal • 40,000 • £50,000 • £500,000 (Possible Capital Grant towards overall scheme costs – subject to State Aid considerations) 	<ul style="list-style-type: none"> • DTA – Lead partner • LNYER LEP • Potential role for Potash Mine grant funding 	<ul style="list-style-type: none"> • Costs of construction / conversion exceed available funding • Benefits may be constrained if can only expand in situ • Disruption to DTA's activities during any expansion/extension or relocation to new facility • Potential to contravene State Aid laws if DTA in receive public grants exceeding 200,000 Euros in value over a 3 year period • Failure to receive planning permission for expansion/new build or change of use <p>If project involves relocation there are also the following additional risks:</p> <ul style="list-style-type: none"> • Inability to identify appropriate relocation site results in project delays and restricts DTA's ability to expand and satisfy demand for training • Failure to agree terms for acquisition of appropriate site (could result in abortive costs if surveys, investigations and designs already undertaken) • DTA fail to realise expected capital from sale of existing site – or disposal takes longer than anticipated – or failure to attract significant external funding e.g. from LEP and others - likely to affect total funding available and/or have a significant cashflow impact. A major risk to project delivery.

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Recommendation: <ul style="list-style-type: none"> Defer consideration of investment from the Ryedale Development Fund in the form of grant funding (e.g. to progress initial surveys, investigations and outline design work) until agreement is reached with DTA regarding scope of project / identifying appropriate building / works, and match funding is likely to be available. 								
FERA Applied Innovation Campus								
<p>Expansion and development of further employment opportunities at the Food and Environment Research Agency site at Sand Hutton to create a public and private sector 'Applied Innovation Campus', focused on bioscience and food science businesses and agencies. This would be an internationally important facility.</p>	<p>Re-use of existing buildings and further development at this nationally important site could potentially double the employment at the site from 800 jobs currently present. Potential for site to become a unique bioscience and food science campus accommodating FERA and other agencies plus related private research and information to be shared and joint use of specialist equipment and personal. This would be an internationally important facility.</p> <p>The potential benefits of 800 new jobs in Ryedale, predominantly in specialist scientific / knowledge sector, cannot be over stated. This would be of huge significance to Ryedale given low average wage levels and over representation on elementary jobs. This extends the science and knowledge activity out from York towards Malton and Ryedale, with much greater expectation of spin-off benefits for restructuring of the Ryedale economy. This is likely to be the single most significant opportunity for quality new jobs within Ryedale in the next 10-15 years.</p>	<p>Thus far there has been significant RDC Officer advice & active support / participation re expansion proposals- in particular re major upgrade required of adjacent A64 junction and submission of a funding bid to the new NY Local Transport Body.</p> <p>Policy support for expansion within LDF and through development management.</p> <p>Following decision of NYCC to not under-write up to £250K of costs to prepare the full business case for a junction upgrade on the A64, there is a need to fund such costs. Discussions are ongoing with FERA, the LEP and NYCC.</p> <p>There may be need for RDC to contribute towards underwriting these costs. Members will be updated at the meeting.</p>	<p>Site currently represents 27,800 m2 floor area of office and laboratory space. The recent master planning exercise has shown that of the 8 major office and laboratory blocks on the existing site, only 4 are required by FERA due to advances in science requiring less space. In addition, the extensive site can accommodate several new B1 buildings within the current boundary, while maintaining the quality and character of the site. The additional floor space could accommodate a further 800 jobs at the site, taking the total at the site to over 1600 jobs.</p> <p>However, transport analysis showed that the adjacent junction with the A64 had very limited capacity to accommodate the traffic associated with the additional jobs. The upgrading options of a roundabout or a widened A64 plus traffic signals have been estimated to cost around £8/9m, including mitigation works elsewhere on the A64 in this vicinity.</p> <p>Given the strategic importance of the FERA proposal in a county and regional context the LEP has recently earmarked £3m of funding towards progressing the project.</p>	<ul style="list-style-type: none"> Prepare business case for A64 junction improvements for LTB. Submit funding bids for highway improvements Prepare planning application for highway improvements Rationalise site and prepare disused accommodation for the market. Upgrade infrastructure and site facilities as required. Advertise existing blocks and plots for additional buildings and accommodate appropriate businesses and agencies. Implement junction and highway improvements on A64 	<ul style="list-style-type: none"> Within next four months Over next two years Over next two years Over next 5-10 years Within 4 years 	<ul style="list-style-type: none"> £250K (likely to be shared amongst partners) n/a £100K ongoing £8/9m 	<ul style="list-style-type: none"> FERA – Lead partner YNYER LEP York Science Park Science City York York University City of York Council 	<ul style="list-style-type: none"> Funding cannot be assembled for A64 junction improvements and highway mitigation works A64 junction improvements rejected by HA A64 junction improvement prevented or made more costly as a result of site-related issues (e.g. ecology, ground conditions, archaeology etc) DEFRA do not progress the project Demand for additional space lower than anticipated Failure to obtain planning permission for intensified use of site and / or junction improvements
Recommendation: <p>Recommended for investment from the Ryedale Development Fund towards the business case to support funding bids for the junction improvement, subject to contributions being agreed by partners, including the LEP, and there being potential for Local Transport Body or similar funding towards the junction improvement.</p>								

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High Speed Broadband to Ryedale Business Parks								
Ensure availability of High Speed Broadband at all of Ryedale's Business Parks	Improve access to high speed broadband for businesses based at Ryedale's business parks, benefiting: <ul style="list-style-type: none"> • 18 Business parks enabled with high speed broadband 	Stimulating demand at business parks Lobbying NYnet and Superfast North Yorkshire (SFNY) Potential investment in infrastructure if SNY and commercial ISPs not able to prioritise and PRG funding not sufficient to provide solution to all sites	SFNY is rolling out improved speed broadband to 90% homes and businesses by end 2014, either by BT or by wireless providers. By Summer 2014 we will know which areas of Ryedale remain to be upgraded and can focus resources on these areas.	<ul style="list-style-type: none"> • Continue to work with SFNY to identify areas requiring upgrade • Identify parks where high speed broadband is not available. • Work with SFNY to identify broadband solutions 	<ul style="list-style-type: none"> • Ongoing • Mid 2014 • 2015 	<ul style="list-style-type: none"> • £120K available from PRG for Ryedale specific projects 	<ul style="list-style-type: none"> • NYCC • NYnet • SFNY • Other Community ISPs • Local businesses 	<ul style="list-style-type: none"> • Topographical features may make some areas commercially unviable to upgrade, even with grant support. Each park will be reviewed to ascertain the technical possibilities.
Recommendation:								
<ul style="list-style-type: none"> • Defer consideration of investment from the Ryedale Development Fund until it is clear which areas / sites will benefit from investment by BT / wireless providers. 								
Kirkbymoorside Engineering Park								
Support further development and expansion of engineering employment at existing employers in Kirkbymoorside	Facilitate the expansion of significant engineering employers within the district and potentially facilitating: <ul style="list-style-type: none"> • Up to 3ha (7.4 acres) of new employment land • Creation of 190 to 240 new jobs 	RDC Officer advice & support to existing employers Potentially up-front feasibility work to reduce uncertainty and encourage employers to invest in expansion	Initial review of potential expansion sites undertaken which identifies most appropriate site for potential expansion. Expansion at this location would give rise to Highways concerns re appropriateness of access road. Great Crested Newts (GCN) expected to be present in reasonable numbers so prudent to assume mitigation works to be incorporated into any designs Engineering employers considering options for expansion.	<ul style="list-style-type: none"> • Further discussions with engineering companies to confirm long term expansion plans • Feasibility work to investigate options for mitigating Highways / access concerns re intensification of use of access road. • Phase 1 Habitat Survey (including scoping for subsequent GCN surveys) • GCN surveys, GCN licence and prepare GCN Management Plan (likely to be required prior to finalising mitigation measures) • Prepare outline designs, planning application • Prepare detailed designs 	<ul style="list-style-type: none"> • Mid 2013 • Mid-Late 2013 • Mid-Late 2013 • Early-Mid 2014 • Mid 2014 • Late 2014 	<ul style="list-style-type: none"> • None • £10,000 • £7,500 • £12,500 • £40,000 • £60,000 	<ul style="list-style-type: none"> • The two Kirkbymoorside based engineering companies that jointly occupy this site • NYCC (Highways advice) • LEP??? 	<ul style="list-style-type: none"> • Existing employers relocate/ rationalise production facilities irrespective of progress on/ outcomes of this project • Failure to agree terms for acquisition of site • Feasibility work identifies no or limited opportunities for improved access • Feasibility work results in prohibitively high costs for improved access / habitat mitigation works • Failure to obtain planning permission for expansion of employment land • Presence of GCN dictate timescales resulting in delayed completion

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				<ul style="list-style-type: none"> Construction 	<ul style="list-style-type: none"> Early-mid 2015 	<ul style="list-style-type: none"> £1,500,000 + 	<ul style="list-style-type: none"> Private Investment? Private Investment? 	

Recommendation:

- Defer consideration of investment from the Ryedale Development Fund in the form of grant funding (e.g. to progress feasibility work, habitat and great crested newt surveys) until agreement is reached with the relevant companies regarding expansion plans

Malton Livestock Market

Support development of new Livestock Market to ensure continuity	Facilitate retention of a Livestock Market within the District: <ul style="list-style-type: none"> farming businesses will benefit directly as a result of: <ul style="list-style-type: none"> Continued availability of essential local facility Reduced travelling time & costs of transport (compared to attending alternative markets) Potentially a greater focus on farmers' requirements as a result of the farmer-led operation of the facility Higher profile market should attract a wider customer base and help farmers achieve the best price for their stock Indirect benefits will include: <ul style="list-style-type: none"> Local food processors, suppliers, retailers, hospitality - will benefit from farmers being able to maximise benefits of local 	Potential project development grant Potential capital grant towards development of new facility Advice/assistance with other funding bids	Currently 2 competing options for provision of new facility – each supported by distinct and competing interest groups. The 'Malton Farmers' Group' proposals would be developed by a farmers' cooperative with a board of directors from the membership. Funding of approx £500k is understood to have been pledged. The 'Malton and Ryedale Farmers' Livestock Company' have set up a company to develop the new facility which would be franchised to the existing auctioneer partnership of Boulton & Cooper Stephenson and Cundalls. Funding of £1.2m is understood to have been pledged (including from the Fitzwilliam Trust	<ul style="list-style-type: none"> Either <ul style="list-style-type: none"> The two groups to agree on preferred solution for new facility OR RDC identifies most appropriate / deliverable option & assists with implementation (represents a risk if two options still progressing in parallel) 			<ul style="list-style-type: none"> Malton Farmers' Group and/or Ryedale Farmers' Livestock Company Fitzwilliam Malton Estate Depending on the approach / site agreed upon: Fitzwilliam Trust Corporation or private landowner 	<ul style="list-style-type: none"> Failure to agree most appropriate / deliverable proposal promoted by competing groups of stakeholders. Failure to present robust and convincing business plan Above failures lead FME to take possession of existing site and commence redevelopment prior to replacement facility being implemented – potentially resulting in permanent loss of livestock market Failure to obtain planning consent for new livestock market Capital costs exceed funding available resulting in a need to borrow capital, repayment of which places a burden on revenue costs and financial viability
				<ul style="list-style-type: none"> Develop feasibility study, outline costs & business plan 	<ul style="list-style-type: none"> Mid-late 2013 	<ul style="list-style-type: none"> £25,000 		
				<ul style="list-style-type: none"> Outline Designs & Planning Application 	<ul style="list-style-type: none"> Early- Mid 2014 	<ul style="list-style-type: none"> £30,000 		
				<ul style="list-style-type: none"> Develop delivery mechanism / organisation structures / legal agreements 	<ul style="list-style-type: none"> Upto late 2014 	<ul style="list-style-type: none"> £10,000 		
				<ul style="list-style-type: none"> Secure funding 	<ul style="list-style-type: none"> Upto late 2014 	<ul style="list-style-type: none"> 		
	<ul style="list-style-type: none"> Detailed designs 	<ul style="list-style-type: none"> Mid 2014 	<ul style="list-style-type: none"> £50,000 					

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	<ul style="list-style-type: none"> supply chains greater animal welfare enabled by a more modern facility new purpose built facility will provide greater educational / training opportunities – e.g. through links with schools/ colleges significant CO2 savings that result from reduced travelling distances 		Corporation).	<ul style="list-style-type: none"> Site acquisition Procurement Construction of new facility 	<ul style="list-style-type: none"> Late 2014 Late 2014 Early to late 2015 	<ul style="list-style-type: none"> Likely to be donated Minimal £2,500,000 		

Recommendation:
Recommended for investment from the Ryedale Development Fund to progress the proposal toward delivery stage (e.g. for funding towards feasibility studies / business planning if not yet prepared or towards designs / costings), subject to agreement being reached on which of the two competing proposals should progress and match funding being available.

The Milton Rooms

Support development of the Milton Rooms as a hub for the creative economy in southern Ryedale	<p>Economic regeneration benefits include:</p> <ul style="list-style-type: none"> Creation of vibrant theatre/arts centre for the District Potential to act as a southern hub for the creative economy of the District Knock-on economic benefits for Malton Town centre Contribute towards town centre offer and tourism draw Attract more people to Malton – or encourage existing visitors to stay longer / spend more <p>Benefits to RDC include:</p> <ul style="list-style-type: none"> Enable best use to be made of existing RDC asset 	<p>RDC Officer advice & support (on-going), assistance with project development, fundraising, procurement and implementation</p> <p>Grant towards Options Appraisal/ Business Plan (already committed)</p> <p>Potential capital grant towards refurbishment/development plans</p>	<p>RDC have recently carried out a range of essential repairs to ensure the buildings are wind and weather tight and to prevent further deterioration. Significant further works are still required (particularly internally) if the building complex is to be brought back into full use.</p> <p>The Milton Rooms have been allowed to use the Assembly Room Hall and Parish Rooms as changing rooms (otherwise productions would not be possible) but this is not ideal and carries some risks for the Council.</p> <p>RDC already approved a grant of £15,500 towards</p>	<ul style="list-style-type: none"> Agree Head Lease alterations with FME 	<ul style="list-style-type: none"> Mid 2013 	<ul style="list-style-type: none"> £500 (already committed) 	<ul style="list-style-type: none"> Milton Rooms Charitable Trust Prince's Regeneration Trust Arts Council England Architectural Heritage Fund Heritage Lottery Fund Theatre's Trust Malton Town Council Norton Town Council Fitzwilliam (Malton) Estate 	<ul style="list-style-type: none"> Options Appraisal / Business Plan work shows only way for Milton Rooms to be viable is with an on-going RDC revenue subsidy Outcomes of OA/BP lead current Committee Members / Artistic Directors to reconsider their positions – potentially leading to a significant loss of drive / commitment and ability to progress project Failure to secure sufficient match funding to deliver recommended scheme Failure to secure landlord's approval (from FME) for any proposed alterations/extension Failure to secure Planning and Listed Building Consents
				<ul style="list-style-type: none"> Complete Options Appraisal/Business Plan 	<ul style="list-style-type: none"> Late 2013 	<ul style="list-style-type: none"> £15,500 (already committed) 		
				<ul style="list-style-type: none"> Next steps depend on outcomes of Options Appraisal / Business Plan 				
				<ul style="list-style-type: none"> Negotiate new lease arrangements with MRCT potentially to include Assembly Rooms 	<ul style="list-style-type: none"> Late 2013-early 2014 	<ul style="list-style-type: none"> Minimal 		
				<ul style="list-style-type: none"> Further project & organisational development work, fundraising etc 	<ul style="list-style-type: none"> Early-late 2014 	<ul style="list-style-type: none"> £40,000 		
				<ul style="list-style-type: none"> Outline designs & Planning / Listed Building Consent applications 	<ul style="list-style-type: none"> Mid 2014 	<ul style="list-style-type: none"> £40,000 		
				<ul style="list-style-type: none"> Detailed designs 	<ul style="list-style-type: none"> Late 2014 - Early 2015 	<ul style="list-style-type: none"> £100,000 		
				<ul style="list-style-type: none"> Procurement 	<ul style="list-style-type: none"> Early 2015 	<ul style="list-style-type: none"> Minimal 		

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	<ul style="list-style-type: none"> Bring currently redundant buildings back into full use (Assembly Rooms & Caretaker's Cottage) Opportunity to secure external grant funding towards the work Potentially reduced maintenance liabilities and reduced risks for RDC Greater certainty regarding long-term use and maintenance of building and greater clarity regarding responsibilities 		<p>options appraisal and business planning work, together with a grant from the Architectural Heritage Fund – completion due Oct 2013.</p> <p>Milton Rooms have recently revised and adopted their constitution and are now a Charitable Trust.</p> <p>Prince's Regeneration Trust (PRT) are supporting and advising the Milton Rooms and offer great opportunities for helping to secure funding from a range of sources.</p>	<ul style="list-style-type: none"> Construction 	<ul style="list-style-type: none"> Mid 2015- Early 2016 	<ul style="list-style-type: none"> £2,500,000 (inc potential RDC capital grant in excess of £500k) 		

Recommendation:

- Recommend** for investment from the Ryedale Development Fund in the form of grant funding towards further project and organisational development, subject to
 - outcomes of options appraisal/business plan and agreement of preferred option
 - match funding being available

Pickering Employment Land

Development of new or expanded employment land at Pickering	Very little employment land put forward via LDF process for development in Pickering, resulting in a real concern over lack of employment land for the town over the plan period to 2027 The project could potentially address this concern by providing	RDC to lead on initial investigations and feasibility work Depending on level of commercial developer interest, RDC could also lead on implementation	Initial investigations into land ownership, availability of services, development constraints completed. No major show-stoppers identified at this stage but two key points to investigate further:	<ul style="list-style-type: none"> Establish need for public sector investment and the most appropriate delivery arrangements (e.g. Council-led, Private sector-led or partnership) Discussions with landowners 	<ul style="list-style-type: none"> Late 2013 	<ul style="list-style-type: none"> Minimal 	<ul style="list-style-type: none"> Landowners, LEP, potential joint venture with a developer? 	<ul style="list-style-type: none"> More detailed investigations identify greater restrictions on developable area Costs of providing services to site greater than anticipated Costs of providing safe vehicular access into site greater than
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	<p>up to 9.5 to 10.5 ha (24 to 26 acres) of additional employment development land, should an identified site be progressed by the Council.</p> <p>The Council has previously bought land and installed services to provide a range of plots that are then sold off to businesses. This approach would again be followed, should this project be progressed. It is likely that this would recoup most if not all of the investment made by the Council in buying and servicing the land.</p>		<ul style="list-style-type: none"> High pressure gas main presence will restrict developable area of site Cost of providing electricity supply to the site likely to be significant <p>No detailed discussions held with landowners thus far. Need to be certain that the private sector will not deliver employment land at Pickering before public sector intervention.</p>	<ul style="list-style-type: none"> Detailed feasibility work required including: <ul style="list-style-type: none"> Assess required demand, capacity and costs of providing services: <ul style="list-style-type: none"> Electricity Gas Water Drainage Phase 1 Habitat Survey (including scoping for subsequent GCN surveys) GCN surveys, GCN licence and prepare GCN Management Plan (likely to be required prior to finalising mitigation measures) 	<ul style="list-style-type: none"> Early-mid 2014 	<ul style="list-style-type: none"> £40,000 		<p>anticipated</p> <ul style="list-style-type: none"> Failure to obtain planning permission Failure to agree terms for acquisition of site
				<ul style="list-style-type: none"> Prepare outline designs, planning application 	<ul style="list-style-type: none"> Mid - Late 2014 	<ul style="list-style-type: none"> £50,000 		
				<ul style="list-style-type: none"> Complete site acquisition (if appropriate) 	<ul style="list-style-type: none"> Late 2014 	<ul style="list-style-type: none"> tbc 		
				<ul style="list-style-type: none"> Prepare detailed designs 	<ul style="list-style-type: none"> Late 2014 – Early 2015 	<ul style="list-style-type: none"> £80,000 		
				<ul style="list-style-type: none"> Purchase and Construction 	<ul style="list-style-type: none"> Mid – Late 2015 	<ul style="list-style-type: none"> £3,000,000 to £4,000,000 		

Recommendation:

- Defer** consideration of investment from the Ryedale Development Fund (towards detailed feasibility work, outline designs and planning application) until the need for public sector investment and intervention is confirmed and discussions with landowners have shown there is a deliverable project.

Malton Public Realm Improvements

Project Name / Description	Potential Benefits of the Project	RDC Role / Input Required	Current Status	Next Steps/ Tasks	Indicative Timescales	Indicative Cost Estimates	Other Partners/ Contributions	Major Risks
Improvements to public realm in Malton Town Centre	Providing more attractive and more pedestrian-friendly public realm in Malton Town Centre including Market Place, Wheelgate, Yorkersgate and Railway Street	Strategic overview of other projects to ensure that elements of the scheme can still be delivered (eg any improvements to the Public Transport Facilities should also seek to improve pedestrian access to the town centre). Encourage NYCC (and FME for Malton Market Place) to incorporate higher quality materials within any maintenance or resurfacing works	Initial designs developed in 2009 included repaving footpaths in Market Place, Yorkersgate, Wheelgate/ Newbeggin & Railway St in higher quality materials & proposals for improved pedestrian environment (restricting vehicular access to parts of Market Place). 'Shared Space' option also suggested for the Market Place. Resurfacing has since taken place on Wheelgate, York Road & Yorkersgate roadways External funding not expected to be available for widespread repaving or other significant changes. Some elements may be undertaken as part of 'Complementary Measures' associated with Brambling Fields junction.	<ul style="list-style-type: none"> • NYCC due to review impacts of Brambling Fields on town centre congestion and air quality – probably 12 months after opening of upgraded junction • Dependant upon results of review certain complementary measures may then be implemented • The extent and nature of public realm works required will remain uncertain until the future of the livestock market and Wentworth Street sites are clear, and the detailed nature of any development and associated enhancement works are known. 	<ul style="list-style-type: none"> • Late 2013 • tbc 	<ul style="list-style-type: none"> • • tbc 	<ul style="list-style-type: none"> • NYCC • FME 	<ul style="list-style-type: none"> • Funding unlikely to be available to undertake wide-spread public realm improvements • Failure to address issue of vehicle dominated Market Place detracts from Malton's ability to attract more visitors • There would be a very high risk of poorly coordinated street works should this project move forward ahead of knowing the detailed nature of any development and associated enhancement works on both the livestock market and wentworth street sites. This carries a high risk of unnecessary spending and reputational damage.

Recommendation:

- **Not recommended** for investment from the Ryedale Development Fund as detailed proposals on key sites are not yet established and funding opportunities are extremely limited.

Malton and Norton Transport Interchange

Public Transport Facilities at Malton and Norton	Enhanced bus and rail facilities for the towns making visits to the towns more enjoyable and promoting more visitors to the towns via public transport. Also seeking a significant increase in use of the bus-rail interchange at Malton by local people, using Malton as a hub to transfer to public transport to travel outside the district. The proposals are to enhance passenger facilities for joint use by bus and rail passengers.	Strategic overview of development opportunities and promote synergies between projects. (eg with Derwent Park, Public Realm etc)	This project has not been significantly progressed since its inclusion Malton and Norton Transportation Strategy in 2005. However, the project received widespread public support at that stage and links well to the Local Plan strategy.	• Discussions with landowners and interested parties to understand possibilities	Late 2013, subject to NYCC wishing to progress	Officer time only	<ul style="list-style-type: none"> • NYCC • Network Rail • Transdev • Other landowners in vicinity of bus/train stations 	<ul style="list-style-type: none"> • Various stakeholders do not prioritise project or have potentially conflicting priorities • Costs of implementing scheme exceed funding available • Scheme has not been developed beyond initial thoughts • Additional parking provision would probably require Derwent Park scheme to come forward, which has high risks in terms of deliverability.
				• Development of detailed proposals for consultation and funding bids	Summer 2014	£150-200K		
				• Consultation on proposals	Late 2014	Officer time only		
				• Funding bids submitted	Early 2015	Officer time only		

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	<p>Likely to require additional parking facilities if the role of Malton as a transfer hub is to increase significantly.</p> <p>Potential for long term commercial development attracting significant investment, particularly into the rail station, including commercial and potentially retail uses, opportunities to enhance the link between the train & bus stations and Malton town centre. However, this would be dependent on the Derwent Park scheme coming forward.</p> <p>Scope for enhancing the train station to facilitate more frequent train services, including investigation into a second platform in the long term.</p>							

Recommendation:

- **Not recommended** for investment from the Ryedale Development Fund at this stage due to lack of prioritisation by key partners at this stage and funding risks

NB All Potential Timescales and Cost Estimates are *initial assessments only* at this stage as the scope and scale of proposed projects is not yet known.